RAILROAD

JUNE, 1969 MAGAZINE FIFTY CENTS

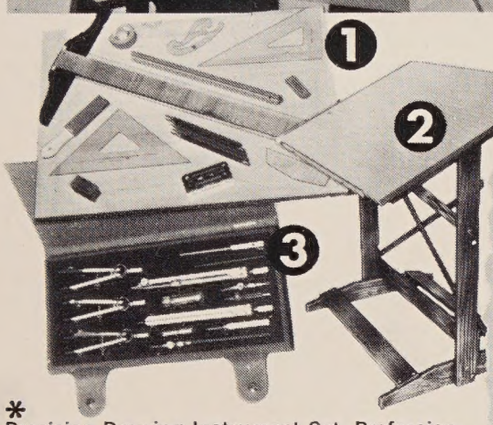
Coast-to-Coast Shortage of Trained Draftsmen Opens Thousands Big Salary Jobs for Beginners!

Now you can take your pick of thousands of big salary jobs open to Draftsmen (see "help wanted" sections of metropolitan newspapers). Huge nationwide demand... U.S. Dept. of Labor reports "42% more Draftsmen needed in next 10 years—not enough applicants to fill drafting jobs available now!" Our easy "Quick-Learn" Method has helped hundreds toward good income, security and prestige as Draftsmen. Why not you?

You Need No Drawing Skill—No Technical Ability

NASD's staff of Professional Draftsmen guide you step-by-step. With our spare time home-study plan you work on actual projects. Makes learning fun – easy to remember, too. Many graduates have succeeded with only grade school training. Others report good earnings drafting part time while still learning. Rush coupon today sure . . . get **FREE "DRAFTING CAREER KIT," Sample Lesson, Drafting Aptitude Test** including intriguing new **5-Way Drafting Instrument** and **20 page Book** "Your Future in Drafting"—jam-packed with revealing facts on your opportunity to win top pay and job security in Drafting. Everything mailed to you **FREE** and **WITHOUT OBLIGATION.** *No salesman will call.*

...when you train at home with NASD for a HIGH PAY JOB IN DRAFTING!



* Precision Drawing Instrument Set, Professional Drafting Board Outfit and Fingertip Tilting Drafting Table are given to you with your complete North American Course in Drafting.

U. S. LABOR DEPT. REPORTS SERIOUS SHORTAGE OF DRAFTSMEN

(The following quotes from U. S. Labor Dept. point out nationwide shortage for Draftsmen):

"The dearth of qualified applicants has resulted in increasing calls for trainees, as employers in many areas relaxed hiring specifications. Experience requirements have been virtually eliminated, along with age barriers."

"Steadily growing employer requirements...were accompanied by marked reductions in the supply of draftsmen available."

TOP AMERICAN EMPLOYERS WELCOME NASD GRADUATES

"We would be interested in interviewing your grads as potential employees." **REMINGTON**

"At the present time we have several openings available for qualified Draftsmen. I look forward to considering graduates of your institution." **WESTINGHOUSE**

"We have immediate openings for designers and Draftsmen and have a definite interest in interviewing candidates immediately." **AMERICAN MACHINE & FOUNDRY**

(3) High School Draftsmen
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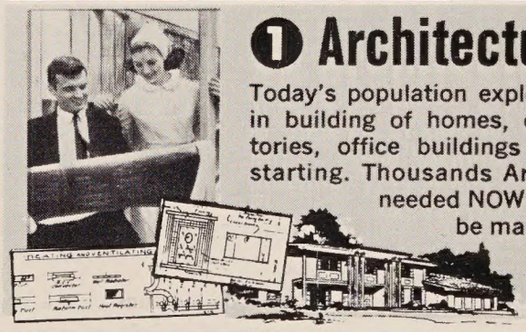
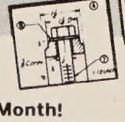


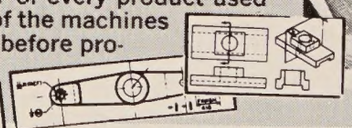
1 Architectural Drafting

Today's population explosion guarantees boom in building of homes, churches, schools, factories, office buildings & warehouses is just starting. Thousands Architectural Draftsmen needed NOW because drawings must be made of every part of every building before ground can be broken.

2 Mechanical Drafting

Skyrocketing U.S. mass production requires millions of drawings & thousands of Mechanical Draftsmen all along the way. Drawings must be made of every PART of every product used in the U.S. (as well as of the machines that make these parts) before production can be started.





HERE'S WHAT STUDENTS SAY

Earns $820 Month!
"My first position after completing your course jumped my income from $350 to $820 per month." —G. W., Tenn.

Big Promotion!
"I was promoted from the production line ahead of 4 others and got a good pay raise." —W. A., Wisc.

Gets 50% Raise!
"Shortly after I completed your course I was made shop foreman. My pay was increased by half." —W. R., New York

No Layoffs!
"Strikes and layoffs are nightmares of the past. Your training has opened the door to a wonderful future for me." —H. O., Ohio

Authorized to issue diplomas by California Superintendent of Public Instruction.

Accredited Member, National Home Study Council.

APPROVED for VETERANS under new G.I. bill

Veterans, Servicemen you may be eligible for Gov't education benefits

A home-study program in association with Cleveland Engineering Institute.

1. **5-Way Drafting Instrument**— yours to keep as a FREE GIFT without obligation.
2. **20-Pg. Drafting Career Fact Book** — packed with details about career opportunities.
3. **Self-Scoring Drafting Aptitude Test** — tells if you are suited for high-pay Drafting Career.
4. **Sample Lesson** — a "sneak preview" of things to come.

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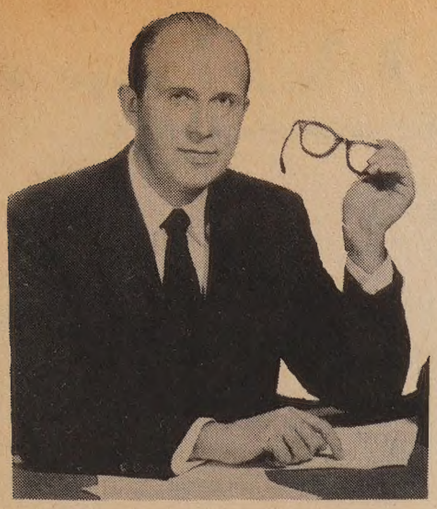

Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

Shamed by your English?

You can soon speak and write like a college graduate if you let me help you for 15 minutes a day.

LET'S BE FRANK

If you've ever been shamed by a mistake in English, maybe I can save you from years of disappointment.

You see, none of us will ever go any farther than our ability to speak and write will let us go.

I have met countless numbers of intelligent men and women who are being held back in their jobs and social lives—often without knowing it—because they couldn't express themselves fully and easily.

What About You?

Could *you* get ahead faster with a command of good English? Just ask yourself these questions:

Even with all your ability and ambition, how long has it been since you had a promotion?

Even with all you have to offer, when people get together at work or at parties, are you the one they listen to?

Be Honest with Yourself

If people are not impressed by the way you speak and write—and, if you're honest enough with yourself to admit it—you have already taken the first big step to success.

The Next Step Is Easy

You can master good English *without going back to school.* Over the years I have helped thousands of men and women to stop making embarrassing mistakes in English, increase their vocabularies, and become interesting conversationalists—*right in their own homes.*

Here's What to Do

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells how you can master good English quickly and enjoyably at home. Send coupon, card or letter today to Career Institute, Dept. 442, , 555 E. Lange St., Mundelein, Illinois 60060. No salesman will call.

DON BOLANDER, Career Institute, Dept. 442, 555 E. Lange St., Mundelein, Illinois 60060.
Please mail to me, without obligation, a free copy of your 32-page booklet,
HOW TO GAIN A COMMAND OF GOOD ENGLISH.

NAME_____

STREET_____

CITY_____ STATE_____ ZIP CODE_____

If 18 or under, check here for special booklet. ☐

RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

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FREEMAN HUBBARD
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MICHAEL A. EAGLESON
Assistant Editor

SY REICH
Technical Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

JOSEPH EASLEY
Illustrator

ILLUSTRATED FEATURES

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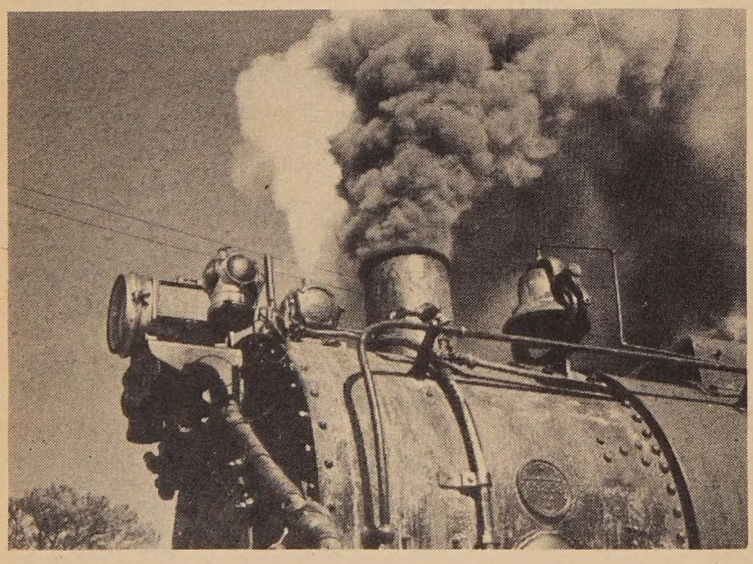
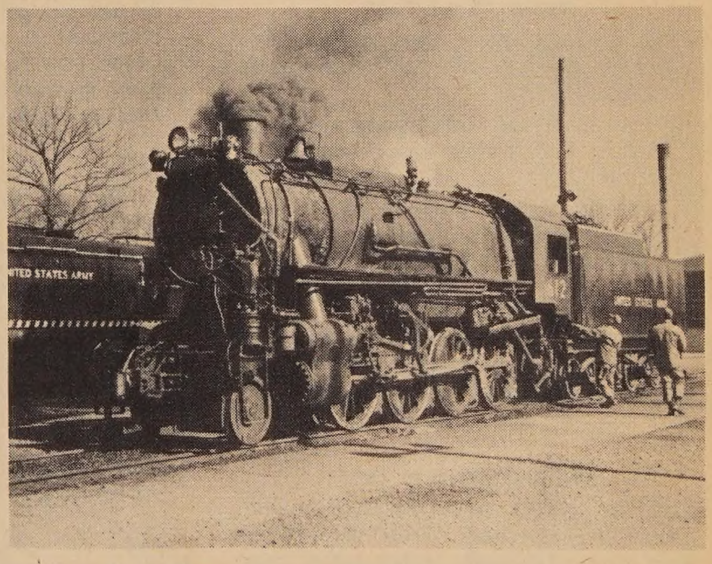
Full head of steam. Scene is Hanks Yard at Fort Eustis, Virginia. The 2-8-0 loco is U.S. Army No. 612. Photo was made March 5th by H. Reid (No. 17 of our *Interesting Railfans*), whose address is Box 5444, Parkview Station, Newport News, Va. 23605.





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"It's amazing the set up you get in the accident investigation field."

MEN URGENTLY NEEDED! NO SELLING!

BIG PAY, NEW CAR, PLUS EXPENSES

"I received a good starting salary, new car, credit cards, expense account and insurance. It's amazing the set up you get in the Accident Investigation field."

Those are the words of a recent Universal Schools' graduate who went to work as a staff investigator for an insurance company. Before stepping into this remarkable field of opportunity, he worked in a factory. He had no experience in Accident Investigation, no college degree.

Yet, he made the jump from plant worker to professional man in a surprisingly short time with the training and help of Universal Schools. There are hundreds of such personal success stories in the files of Universal because . . .

Men Are Urgently Needed

The Accident Investigation field is booming now—everywhere—and getting bigger every day. Here's why: Before this day ends, there will be more than 440,000 accidents and losses of all kinds in all parts of this country and Canada. **And that happens every day!** These accidents must be investigated, reported, settled by trained men. Is it any wonder that more and more men are needed now to handle this tremendous work load?

Approved For Veterans' Training

FREE PLACEMENT SERVICE

Universal Schools provides prompt, effective job placement help in any part of the United States and Canada. More than 1,000 companies have requested and receive our monthly list of graduates. Universal trains and places more men in the Accident Investigation field than any other school. Or, if you would prefer to start your own full or part time business, we will show you exactly how to do it.

Here Is Solid Security And Exciting Variety

Every year the accident rate goes higher as population increases. Just imagine what the daily accident and loss rate will be in 10 . . . 15 . . . 20 years when our population has increased by millions upon millions of people.

And that means security, solid security, for the man who trains now for Accident Investigation. He can look ahead to years of steady, exciting, growing opportunity with no fear of lay off, automation or recession. Good times or bad, accidents and losses will keep right on happening and trained men will be working to keep up with the demand.

3 Career Choices Open To Men Everywhere

1. **Company Staff Investigator:** As a full time company Investigator, you typically receive top starting pay, a new car, expenses, and free insurance program. **Pay and benefits can equal up to $9,000 a year to start!** Salary reviews and chances for advancement are frequent in this fast-moving business.

2. **Work Spare Time:** Many Universal graduates keep their full time jobs and earn an extra paycheck every week by taking spare time assignments. Spare time earnings can easily range from $200 to $400 a month and more, plus expenses paid!

3. **Be Your Own Boss:** Start your own Independent Accident Investigation business in your own home at virtually no cost. Earn up to $1,000 a month and more clear. Some Universal graduates make up to $8 an hour in their own businesses.

Free Book Tells How You Can Qualify

For many years Universal Schools has specialized in training inexperienced men of only average education to step into excellent positions in Accident Investigation. Successful graduates range in age from 20 to 55. Hundreds of Universal trained men are at work right now in all parts of the United States and Canada, enjoying fine incomes, security and prestige in Accident Investigation.

Free and without obligation of any kind, we will send you a book outlining your opportunities in this field. No salesman will call on you. We will show you what Universal has done for others; what we can do for you. We will show you how you can train in your own home, at your own pace, at amazingly low cost. No need to change or switch jobs. We will give you actual names and locations of successful Universal graduates in all sections of the United States and Canada. You read, you consider, you decide in privacy. You have nothing to lose.

But act now. Send for your free book today. Mail post card or coupon now to Universal Schools, 6801 Hillcrest, Dallas, Texas.

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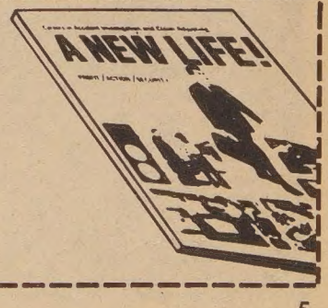
Please rush me your free book on opportunities and earnings in the Accident Investigation field. I understand there is absolutely no obligation and that no salesman will call on me.

Name _____ Age _____

Address _____

City _____ State _____ Zip Code _____



Now you can save almost 50% on all the hit records you want

AND HERE ARE YOUR SAVINGS IN ADVANCE

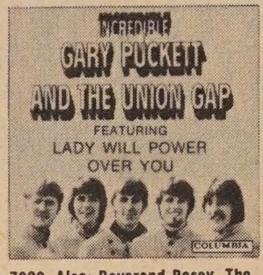
12 records for only $3.98

if you join the Club now and agree to buy a record a month during the coming ten months (you'll have up to 300 records a month to choose from)

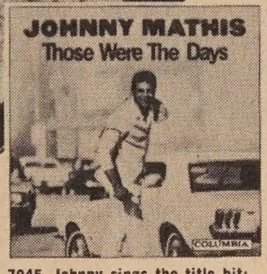
6479. Includes Herb Alpert's vocal hit: This Guy's In Love With You, Cabaret, etc.

6898. Strangers In The Night. It Was A Very Good Year, That's Life, Summer Wind, 12 in all

7168. Two-Record Set (Counts As One Selection). Try To Remember, People, Autumn Leaves, 21 in all



7029. Also: Reverend Posey, The Common Cold, Now and Then, Can You Tell, Give In, 11 in all



7045. Johnny sings the title hit; plus Light My Fire, Little Green Apples, etc.

7186. Includes: Keep An Eye, He's My Sunny Boy, Can't Shake It Loose, I'll Set You Free, etc.

Savings are off regular Club prices

6558. Plus: Love Is Blue; Windy, Up, Up And Away; etc.

6843. Includes: Man's Temptation, Harvey's Tune, etc.

6366. Includes: Old Friends, At The Zoo, Fakin' It, etc.

6897. Also: People; The Good, The Bad And The Ugly; 11 in all

6963. Uproarious selections by members of Laugh-In's cast

7116. A musical score as powerful and full of intrigue as the film

7052. Plus: Listen Here, Sham Time, Spanish Bull, etc.

6550. Program taken from performances at Carnegie Hall

5805. Also: Man In A Raincoat, Good Day Sunshine, etc.

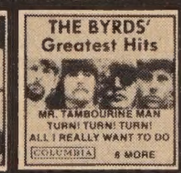
6823. Also: Five To One, Wintertime Love, 11 in all

6876. Includes: Ball And Chain, Summertime, etc.

6706. Plus: Poor Cow, Young Girl Blues, Preachin' Love, etc.

1023. Also: Love for Sale, Candy Kisses, Marry Young, etc.

5486. Plus: This Town, Born Free, This Is My Song, etc.



5561. Plus: Eight Miles High, My Back Pages, 5D, 11 in all

2639. One of the most outstanding musicals of all time

1037. "The most adventurous musical ever made." — Life

1898. Also: Lonely Street, Smoke Gets in Your Eyes, etc.

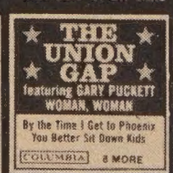
6733. Plus: Look To Your Soul, Whiter Shade Of Pale, etc.

7028. Plus: Baby, Baby, Baby; My Funny Valentine; When I Fall In Love; While We're Young; There Goes My Heart; etc.

6656. Plus: Yesterday, Legend of Bonnie and Clyde, etc.

2340. Also: Angie, Kathy's Song, I Am a Rock, etc.

6769. Includes 6 selections from Strauss, Ligeti, Blomdahl, etc.



6120. Also: Don't Make Promises, To Love Someone, etc.

6159. Plus: With One Exception, My Elusive Dreams, etc.

3857. Plus: Ups And Downs, Just Like Me, Steppin' Out, etc.

6994. Also: Lily Of The Valley, She Thinks I Still Care, etc.

5584. Plus: Apache, The Lonely Bull, Wipe-Out, 12 in all

1001. Tonight, Love Is A Many-Splendored Thing, 9 more

3720. Also: My Baby, Get Ready, Don't Look Back, etc.

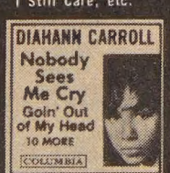
1061. Also: A Taste of Honey, My Honey's Loving Arms, etc.

7037. Also: Teach Me How To Fly, I Feel Sorry, 10 in all

5933. Plus: Fuel To The Flame, The Little Things, etc.

7079. Plus: Choo Choo Train, I'm Movin' On, Sandman, etc.

1302. Also: The High And The Mighty, I Got Rhythm, etc.



3793. Also: Nobody But Me, Goodbye Young Dreams, etc.

6970. Includes: Toot Sweets, Fun Fair, You Two, Posh, etc.

4404. Plus: Old Brush Arbors, My Favorite Lies, Take Me, etc.

7154. Plus: Little Green Apples, Set Me Free, 10 in all

6588. Also: Am I That Easy To Forget, Skip A Rope, 11 in all

1013. Also: Twelfth of Never, No Love, Come to Me, etc.

5897. Also: Let's Pretend, Day Tripper, 11 in all

5553. Plus: Maria, Moon River, Yesterday, Dominique, etc.

2224. Also: Leona, Why I'm Walkin', Don't Be Angry, etc.

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638. Includes: Long Black Limousine, The House Next Door, etc.

6340. Also: Like A Lover, The Look Of Love, Roda, etc.

6903. Also: Ballad Of Louise, Widow Jones, No Brass Band, etc.

7085. Also: Nobody's Baby Again, Houston, BummingAround, etc.

6964. Cry Me A River, People, Second Hand Rose, many more

6825. Includes: Sweet Blindness, Good News, 8 more

6509. Plus: The Look Of Love, Love Is Blue, 11 in all

7086-7087. Two-Record Set (Counts As Two Selections)

7117. Also: You Better Sit Down Kids, Sunny, Hey Joe, etc.

7084. Bill tells it like it was. Dogs And Cats, The Wife, etc.

6415. Folsom Prison Blues, The Long Black Veil, The Wall, etc.

6480. Includes: Honey, The Mighty Quinn, Lady Madonna, etc.

7056. Plus: Wish Me Well, Rambling On, Magdalene, etc.

3476. Also: Muddy Water, Mabellene, La Bamba, 12 in all

6973. Plus: By The Time I Get To Phoenix, Sunny, 9 more

6603. Plus: The Race Is On, Dear Heart, Alfie, Lady, etc.

7051. Also: You Send Me, A Change, I Take What I Want, etc.

3094. Plus: Tell Me, Time Is On My Side, Play With Fire, etc.

6762. Plus: Do You Know The Way To San Jose, Honey, etc.

7036. Also: Four Days Gone, Special Care, I Am A Child, etc.

6587. Also: By The Time I Get to Phoenix, Love Is Blue, etc.

6972. Also: I Heard It Through The Grapevine, etc.

6768. Plus: The Little Ole Wine Drinker, Why I'm Walkin', etc.

4302. Here is a bargain for classical music lovers . . . this special two-record set counts as one selection only

7150. Tune in, and turn on . . . as mod as Carnaby Street.

6489. Plus: Up And At It, Georgia On My Mind, 10 in all

6313. "Like the movie, a hit album" —Billboard Magazine

6592. Also: Until We Meet Again, You Made Me Love You, etc.

7035. Also: Are You Happy, Termination, My Mirage, etc.

5236. España, On The Trail, Waltz Of The Flowers, etc.

7034. Also: Down To Earth, Let There Be Love, Swan Song, etc.

6408. Plus: People Get Ready, Groovin', Ain't No Way, etc.

6926. Plus: Ol' Man River, Morning Dew, Let Me Love You, etc.

3858. Plus: Rainy Day Women, Like A Rolling Stone, etc.

6870. Also: I Wish It Would Rain, Rock Me Mama, etc.

5944. Plus: The End, Soul Kitchen, Back Door Man, etc.

6771. Also: Love Is Blue, Sunny, Honey, Unicorn, 10 in all

5788. Plus: Windy, Eleanor Rigby, The Joker, 10 in all

6989. Also: Tangier, The River Song, As I Recall It, 13 in all

5577. Two-Record Set (Counts As One Selection) What Now My Love; I Got You, Babe; Plastic Man; Just You; etc.

6420. Also: Happy Talk, Falling In Love Again, Holiday, etc.

7019. Also: Rock Of Ages, The Lord's Prayer, 11 in all

3442. Also: A Poem on the Underground Wall, Cloudy, etc.

2603. Also: King Of The Road, Days Of Wine And Roses, etc.

5588. Also: Learn How To Fly, Poor Side Of Town, etc.

2496. Also: Running Scared, Blue Angel, It's Over, 12 in all

6734. Also: Honey, Young Girl, The Look Of Love, 11 in all

6405. Also: Tramp, Don't Mess With Cupid, 11 in all

6815. Also: Jackson, Flowers On The Wall, All The Time, etc.

6899. Includes: Help, Mandrake Root, Hush, Love Help Me, 5 more

6750. Plus: Gentle On My Mind, By The Time I Get To Phoenix, etc.

6280. Plus: Evil Woman, An Owl Song, My Crime, 10 in all

5095. Plus: Orange Blossom Special; It Ain't Me, Babe; etc.

2435. Also: Since I Fell For You, Spartacus, etc.

3578. Also: One Note Samba, Berimbau, Tim Dom Dom, etc.

1057. Also: Johnny Reb, Comanche, Jim Bridger, etc.

5963. Plus: Pride, A Thing Called Sadness, Night Life, etc.

1635. Also: Tell Me Why, Blue Velvet, Mr. Lonely, etc.

6529. Also includes: Flamingo, When Johnny Comes Marching Home, Can Heat, Prayer Meetin', The Champ, etc.

1047. Also: Prima Donna, Two Purple Shadows, Go, etc.

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215-4/N4

THE MAIL CAR

where editors and readers meet

OUR front cover shows Allen Lee Stevenson, a brakeman on the Rio Grande's Durango-Silverton steam line, helping Margaret Hawthorne and Sharon Mich aboard the train at its terminus in Silverton, Colorado. The shot was made by Joseph A. Mannix, 33-18 161st Street, Flushing, N.Y., a promising young photographer who also has provided this magazine with many black-&-whites (including those on pages 13-16) and our Feb. '68 cover.

Margaret and Sharon, who meet all trains, entertain at the San Juan Restaurant, about two blocks from the Silverton depot. It is likely that most of the steam line's 90,000 passengers last year saw these girls.

Joseph Mannix
Photo by Bellom.

Each girl is a drama major at a university, Sharon at Cedar Falls, Iowa, and Margaret in Waco, Texas. Dean Joseph runs the restaurant in connection with a melodrama theater, a bar, a gift shop, and a barbershop.

Our May issue had *two* steam cover pix, both in color, one on the front, the other on the back. The latter showed Promontory in 1869, the "wedding of the rails." Entitled *The Railroad, the Sioux, and the Repeating Rifle*, its text told how the Winchester protected tracklayers in the Old West and called attention to a new version of the Winchester now on the market as a souvenir of the Golden Spike centennial. ●

NEWS ITEMS. After spending $300,000 in legal fees in a vain effort to clear up the matter, the New York, Susquehanna & Western has finally decided that it doesn't want to join the Penn Central system—the preliminary cost is too high. Some time ago, when the ICC approved the merger of the Pennsy and New York Central, it ordered that the Susquehanna be included in the system; but there was a disagreement over the purchase price of the 60-mile line, and the legal fees just went down the drain.

General Electric is building 45 diesel-electric locos for Santa Fe: 20 U23C locos for secondary and branch-line service and 25 U33C's for high-speed freight runs between Chicago and the West Coast.

Turkish State Railways still use steam. Photo, made last July by Frank Stenvall, shows engine No. 34803 (gage, 2 ft., 5½ ins.) on "armstrong" turntable at Garsamba terminal, while grazing calf looks on. There are four locomotives of this type, all built in Germany by Henschel in 1926 for the opening of the railroad.

The U.S. Supreme Court has rejected an appeal aimed at annulling the New York State law which requires railroads to employ "not less than one engineer and one fireman or helper" on locomotives. Penn Central and 8 other roads had filed the appeal, arguing that the second man should be a brakeman, not a fireman.

A fire in a boxcar on a Boston & Maine freight train kept running away from local firefighters, reports *The Ferroequinologist*. The blaze was first spotted in East Deerfield, Mass., but the train moved on before the "smoke-eaters" could get at it. A call went ahead to North Adams, Mass., but firemen there reached the tracks too late. The same thing happened in Williamstown, a few miles further west. Finally, in Pownal, Vt., the train crew spotted the fire and put it out themselves.

Penn Central is now using a new optical "high-car" detector light near Pittsburgh, Pa., to locate automobile cars that extend over 17 feet, 9 inches, above track level. When the device detects a high car on a train, a tape automatically starts running and points to the location. The car can then be switched out, and the train goes on. Sometimes the clearance obstruction is corrected on the spot. ●

BERT PENNYPACKER, author of "Which Was the Biggest Pacific?" (March issue), answers a comment from Norman P. Hoare, 185 Midland Ave., Garfield, N.J. 07026, by saying:

"My discussion included only those engines which had the greatest weight, tractive effort, and boiler capacity as indicated by their specifications. To date, no one has produced figures that equal or exceed those determined by my research, thus substantiating the accuracy of my choices.

"In most cases, the status of being the biggest is one of a very small margin. A host of other excellently designed Pacifics came close to the top five. For example, Jersey Central P74 and P52 were practically duplicates in design, but had 79- and 74-inch drivers, respectively. This gave P52 a decided edge on tractive effort and low-speed pulling power. It could start a heavier train and do much better on grades, yet both classes probably turned in identical performances above 30 mph where equal boiler and cylinder horsepower were available. I don't think the 10-pound difference in steam pressure makes much difference here.

"Nearly all heavy Pacific designs

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evolved from the Alco experimental of 1911 which became Pennsy 3395, class K29. The Erie K5 classes descended, of course, from the K29 as United States Railroad Administration designs of World War I and were among the successful 4-6-2's of many roads. Since all fans have their favorite engines, I can understand your putting in a plug for these Erie K5's. Seeing them storm along is a memory I shall never forget.

"Concerning less-than-successful designs like the Delaware & Hudson's No. 653 and Pennsy's K5 class. In certain categories, their specifications topped all others, yet their severe shortcomings in the overall led to mediocre performance that could have been surpassed easily by smaller but better-designed engines. As for experimental engines, there always seemed to be motive power men who figured they might just hit upon something big, but long experience has shown one flop after another when the proven principles were cast aside in favor of something radical." ●

PERSONALITIES. "Do you know of any source selling prints of Howard Fogg's paintings?" asked I. Howson, P.O. Box 186, De Aar, Cape Province, Republic of South Africa. We didn't, but we forwarded his letter to Howard, 2320 Balsam Ave., Boulder, Colo. 80302. The artist was delighted to get a query from so far away. Although none of his prints are for sale, he sent several of them to the African as a gift.

"'Stock Extra' (March issue) is one of the best railroad fiction stories I've ever read," writes Allan Sherry, 5445 Netherland Ave., Riverdale, N.Y. 10471. "That alone is worth the price of the magazine."

Although tough, wiry, and cheerful Bill Knapke, author of *The Railroad Caboose*, died a few months short of 100, Penn Central engineer Carl Linder has written a 55-page book on *How to Live 200 Years*, which he sells for $2.85 a copy. His address is Box 391, Mattoon, Ill. 61938.

Niece of the late Cy Warman (Rio Grande engineer, author, and poet) and widow of a New York Central airbrake inspector is Mrs. Harold F. Daringer, 4019 Armstrong St., San Diego, Calif. 92111. Her uncle is best remembered for the poem, "Will the Lights Be White?" (in our March '69 issue).

At Portland, Maine, the other day a man parked his automobile too close to Maine Central tracks while he went away to fish, delaying a freight train 35 minutes, for which he was fined $20.

A tramp isn't worth a $10 bounty in New Hampshire any more, reports Wm. D. Combs. There are too few real tramps around these days to make the old bounty law worth while. So the state legislature, with Gov. Walter Peterson's approval, revoked it. Oldtimers remember hobo jungles and bums riding freight trains, all over the U.S.

"Unlike *Trains* magazine, *Railroad* does a great job with human interest," writes B. Malcolm Patterson, Tusket, Yarmouth County, Nova Scotia, Canada. "I like especially your true tales and articles on railroading long ago."

"After reading Tom Walsh's article, 'Steam in the Caribbean' (Dec. '68 issue)," writes Ray D. Appelgate, 319 Morris Ave., Rockville Center, N.Y. 11570, "I went to Trinidad to take pictures of its railroad, only to learn that it had just gone out of business, December 31st. I understand that its passenger cars, owned by the Public Service Co. of Trinidad, can be bought at bargain prices." ●

RON TAYLOR'S article, "Rough, Tough Tehachapi Loop" (April issue), prompted this letter from Edward Mahoney, 9417 W. 64th Way, Arvada, Colo. 80002: "I have often ridden over Tehachapi and I recall its flood disaster in 1932, as I was working for the Santa Fe at the time. During World War II, in steam days and before CTC, the Southern Pacific dispatchers had a terrific job moving trains over that tortuous stretch of single track between Kern Jct. (Bakersfield) and Tehachapi summit. There was no particular problem on the other side of the pass between Tehachapi and Mojave, as the line is double track. Wartime traffic was extremely heavy. With 3 or 4 helper engines to every eastbound freight, about 15 helper engines, from both railroads, soon accumulated at Tehachapi. The problem arose how to get them back to Bakersfield. The dispatcher had a flash of inspiration. He issued orders to have them all coupled together and run as one extra to Bakersfield. Although crews change at Bakersfield, it is not a division point."

The caption under a photo in that article referred to the *Super Chief*, but the train pictured is the *San Francisco Chief*, according to Miss Betty L. Bartlett, 1413 N. Beaver St., Flagstaff, Ariz. 86001. ●

OVERSEAS. Kings Cross Station in London, a terminal of the *Flying Scotsman*, might have another claim to fame, writes Joseph Fox; there is reason to believe that Boadicea, warrior queen of the ancient Britons, is buried under its main departure platform and some historians think that Boadicea's final defeat by the Romans 1900 years ago took place in the area.

India's railway system, the longest in Asia, is operating at a profit. It covers 42,000 miles of track, carries two billion passengers and 250 million tons of goods each year, and earns an annual profit of about $75 million on revenue of $1 billion. Says the *Christian Science Monitor*: "India has many governmental drawbacks; it is encouraging that the rail industry is not one of them."

Buyers at a recent auction snapped up a $3.60 pair of bloodstained dungarees for $72 and a single canvas shoe for $26. A combat jacket that retails for about $5 was auctioned for $43.20. A teapot, enamel mugs, and cutlery, valued at $12 in all, yielded $672.

Goods sold at the aution in Burton-on-Trent, England, were the personal belongings of the 15-man gang that pulled Britain's great train robbery in 1963. Most of the items were found in a farmhouse the gang used before and after the $7,000,000 robbery. All 15 members were eventually caught, though one escaped from jail and remains at large. The auction, ordered by the court that sentenced the gang members to up to 30 years in prison, brought in nearly $24,000. ●

OLD trains, like elephants, have a graveyard where they can assemble before their death. One such graveyard is the Canadian National reclamation yard in the east end of Halifax, Nova Scotia, according to the Halifax *Chronicle-Herald*, where antiquated railway cars and engines are turned into scrap metal.

At the rear is a 40-year-old steam engine and next to it are four engines of the old Oshawa Street Railway. The old steamer sat at the front of the yard for a time but drew so much attention from passers-by that she was moved.

Shells of 19 diesel locomotives are lined up on a siding, their engines piled in a heap a few tracks away. An additional 12 have already been scrapped after almost two decades of service.

Yard supervisor Joseph Walzack said that he and Gordon Soutter, CN's area public relations officer, receive dozens of requests from railfans to tour the yard. But, he said, the granting of such requests would interfere with work in the yard.

Cabooses are so popular as items for sale that few are scrapped. Many of them end up as summer cottages, or with the CN as first-aid stations, etc.

Actually, the operation is one of reclamation rather than scrapping. Every re-usable or repairable part is removed before the rest is shredded into scrap metal. And some coaches no longer suitable for passenger use are converted into flatcars or piggyback cars. The recovery operation provides CN with a lot of parts for its mobile stock. ●

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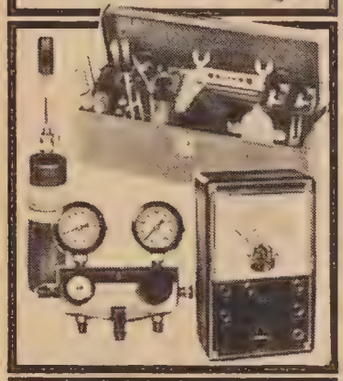

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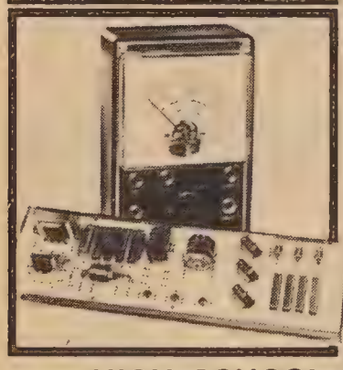

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Railroad Magazine Visits

THE SILVERTON LINE

Photographs by Joseph A. Mannix

The crew look on from the caboose's rear platform as lead engine No. 493 and pusher No. 483 slog upward around tortuous curves on light rail. This is where steel men and wooden cars battle nature to the railfan's delight.

Mikado No. 478, normally a "Silverton" loco, takes a caboose hop to join Farmington-bound freight at Carbon Jct. where Farmington branch joins Durango-Alamosa line.

(Right) Motor cars run ahead and behind each Silverton train to watch out for fallen rocks. They are constantly in touch with the engine by radio. Once this really paid off when a large boulder was discovered around a hairpin curve. (Left) Awesome view of Silverton train clinging to rock wall 500 feet above Los Animas River (Spanish for "River of Lost Souls").

Durango at end of run: happy but tired passengers glance at their engine while on the way home.

At Silverton, the engine crew enjoy a pleasant break with gals who put on show at nearby San Juan Restaurant. Note the water bag on cab.

"Hurry up, kid; that damn steam train is comin'!"

Water stop at Needleton tank, where once existed a mining town and stage stop, finds brakeman A. L. Stevens talking to crew.

WOODEN RAILROAD

by James O. Cavanaugh

Wooden trestle features widely-spaced ties and rails made from three sections in order to bend. The far end of old structure has crashed into canyon.

YOU wouldn't expect anyone to build a railroad with wooden rails in this century; and yet a group of business men and lumber workers with very little knowledge of railroading did that very thing 40 years ago in the Coast Range Mountains of western Oregon, about 95 miles south and slightly west of Portland.

The line was to stretch about 20 miles from the lumber-mill community of Horton to Junction City. Between those two places the only highway was a steep, crooked, one-way dirt road through heavily timbered country with deep ravines and canyons, wholly impassible in winter. The proposed railroad had to negotiate the same terrain.

The lack of an adequate highway made a rail line imperative. The right-of-way was not surveyed—mistake number one—and the grades were established with nothing more than a level—mistake number two. There were many other mistakes. The original promoter soon disappeared, leaving the local men to carry on.

Wooden rails were decided upon because steel was expensive and the sponsors already owned a lumber mill. The men had to saw out the ties and rails and lay them, the track being standard gage, with ties four feet apart on solid ground but three feet apart on the trestles. This is the widest spacing between railroad ties ever recorded.

A grave difficulty presented itself on the first curve. The rails, measuring 8x8 inches, were so stiff that they could not be bent. But ingenuity saved the day. Three planks, laid and bent one at a time, were laminated. This innovation turned out so well that the original plans for long straight stretches were abandoned in favor of curves plentiful enough to make a good railroad man dizzy, the idea being to save the expense of making cuts and fills. On the surface, the change seemed to be practical, but complications arose at the end of the first two miles.

A locomotive, unlike any seen before, was constructed, along with three flatcars, to haul supplies to the rail head. The loco was an electric diesel made from two highway trucks coupled together, one entire truck being attached to the back wheels of another. Four wheels at the front guided the engine. The driver had no steering wheel; he really didn't need one. Four more wheels at the rear, connected to the engine, provided motive power. The engineer rode in a cab much like that of a motor truck and he used standard automobile pedals and levers. Each wheel was equipped with a wide rubber tire and an iron flange to keep the trucks on the rails.

Alas, that contraption couldn't get around sharp curves! Obviously the sponsors hadn't planned the entire project down to the smallest details in advance of construction. Rugged men, these. They tackled each problem as it appeared. This particular off-beat situation was remedied by giving the engine a differential so that the wheels would turn on the outside faster than the others on the inside.

At last the railroad was developed to the extent that the train could deliver supplies to the working crews. Inasmuch as the sawmill stood at Horton, construction had started at that end, the most rugged part of the country, and pretty soon it was necessary to build trestles. The timbers were much lighter than they should have been—so much so, in fact, that one very high trestle quivered like a bowl of jelly when the locomotive passed over it.

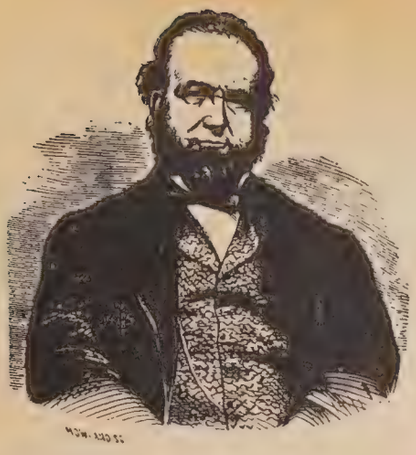
The engineer was a practical man. He did not crave the immortality that comes from dying with his hand on the throttle. When he reached the shaky bridge, he throttled down to very slow speed. Then he jumped out of the cab and ran down to the bottom of the canyon and up the other side. By so doing, he arrived at the far end of the trestle in time to swing aboard the locomotive again and pursue his perilous way down the mountain side. Apparently he hadn't thought about what might happen if the bridge collapsed and dropped the locomotive when he was on the floor of the canyon.

Heavy wooden cleats spiked to the ties on the outside of the rails kept them from spreading. These cleats were spaced several ties apart, which may not have been good engineering but was economy. Dollars were getting scarce. While the cost of laying wooden rails was moderate as compared with steel rails, the upkeep was another matter. Rainfall is heavy in that area. Dampness brought rot at the point of contact of tie with rail and cleat. As wear and rot took their toll, the rails were to be turned upside down, but this solution was never attempted. The project didn't last long enough for decaying wooden rails to be a real problem, to say nothing of replacement. Neither ties nor rails were treated.

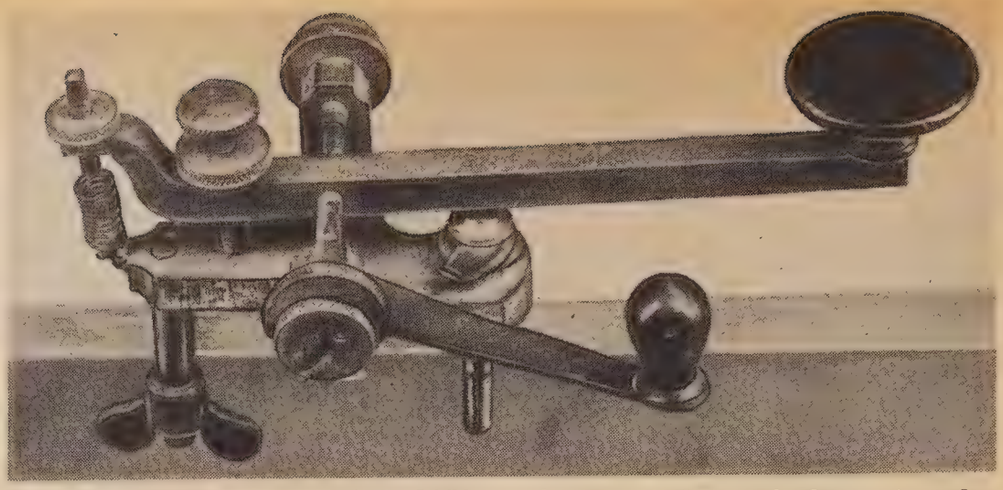
Backers of the project were told that two trainloads of logs or lumber would be hauled to the summit of the mountain and coupled together for the downhill pull to the mill at Junction City. Such a plan was practical enough, as the heavy grade was too much for the locomotive to haul more than a few cars to the mountain top. Junction City residents were assured that the project would be completed in 90 days. This was an honest estimate, but at the end of two years the railhead was still short of the Southern Pacific tracks at Junction City where a permanent mill was to be built. Two more miles had to be built, but never were.

If the line had been able to reach Junction City and deliver logs or rough lumber there, a certain amount of prosperity would have resulted. But two years are a far cry from 90 days, and the peoples' faith was getting as tremulous as their high trestle.

One of the town's business men had bought a mill on credit. When the railroad project failed in about 1931, the mill-owners reclaimed their property and the business man lost his shirt. Afterward, the bridges sagged like tired accordions and collapsed to the canyon bottoms. The tracks, overgrown with brush and small trees, slowly rotted away, hiding what little is left of America's last wooden railroad. ●



Charles Minot, superintendent of the Erie, was first to telegraph a train order, in 1851, and started their use.



Early model of Morse key, about 1850, similar to type that made first train order.

TRAIN-ORDER COLLECTORS

by Bryant H. Barbour

ALTHOUGH the practice of operating trains by train orders—like rail passenger service and the circus—is gradually dying out, the hobby of collecting train orders is growing. These items are commonly called *flimsies* because they are written or typed, with carbon copies, on tissue-paper forms, usually green, sometimes yellow, white, or pink. Basically, they are issued for train movements not covered by current operating timetables—for instance, extra trains, meeting points of two or more trains, and restriction on speed or rights of certain trains.

Their issuance is governed by the Standard Code of Operating Rules, Block Rules, and Interlocking Rules. This was not always the case. The very first train order was sent Sept. 22, 1851, by Charles Minot, a brainy superintendent of the Erie Railroad, whose history-making message, "Hold eastbound train till further orders," flashed over the 14 miles of telegraph wires from Turner's Station (now Harriman), N.Y., to Goshen. This started the use of train orders not only on the Erie but on hundreds of other roads as well and led to the railfan hobby of collecting them.

Long ago, each railroad adopted whatever rules it deemed necessary, often improvising as conditions arose. Sometimes disaster stalked in the wake of home-made rules. The old Eastern Railroad of Massachusetts had a safety rule that no train should enter the Saugus branch until all opposing trains

Glenn Van Eaton shows pretty Charlete Arnold, a fellow Union Pacific employee, how to operate this key used in Civil War.

O. Dale Bratvold, national chairman of NATOC, worked 43 different depots in 3 years for Great Northern pounding brass.

had cleared the line. Thus it came about that on the hot, sultry night of August 26, 1871, four trains were held for an hour and 40 minutes at the entrance to that branch for a delayed train to get in the clear.

After that train had cleared the branch, the first train in the line-up left for the branch. Next in line was a light engine coupled to the second train, a mainline local. The third was another branch train; fourth was the *Portland Express.* Just before the *Express* left Boston, its engineer had been told to "look out for the train ahead." He believed it was a branch train. After leaving the junction, he was trying to make up time when, at Revere, he ran into the local train pulling out of the station. The fact that it had two engines, coupled with the speed of the *Express,* caused a major wreck, killing 29 persons and injuring nearly 60.

At the investigation, a Massachusetts railroad commissioner said that a simple message telling the affected trains to proceed against each other and then to meet and pass at prescribed points would have shortened the delay and averted the accident.

The first standard code covering train orders was adopted in 1889 by the General Time Convention (which eventually became the Association of American Railroads). This code was designated Uniform Train Rules and Rules for the Movement of Trains by Telegraphic Orders. Since then, ways of life have changed, traffic density has increased, and rules have been standardized and modified to fit new conditions.

Bob Lawler, the Rock Island's agent-operator at DePue, Illinois, has some old flimsies that show how rule changes affected train orders. In the 1880's and 1890's, extra and special trains were often instructed to "run wild." Years later, the term was changed to "run extra." Modern orders that give a train "rights over" other trains between given points have since displaced those of the 1880's permitting trains to "run regardless" of other trains. Even the wording of today's train orders is more reassuring than the old terminology.

TODAY, when a scheduled train in train-order territory is annulled for any reason, all parties concerned are notified by train orders. No two roads' rules are identical. For example, when two trains are to meet on a single track line of the Missouri Pacific, orders do not use the term "take siding," as those on many other roads do, but instruct one of them to "hold main track."

Various families have preserved antique train orders in dustry attics, in large Bibles, and elsewhere—items such as the first flimsy that Uncle Harry received after he was promoted to the right side of the cab or the orders for Grandpa's last run. But it was not until February, 1959, that the hobbyists who were interested in such railroadiana formed a club, the organizer being Carroll Sanders of Harrisburg, Pa., and the group being the National Association of Train Order Collectors. Today that club is international and has nearly 50 members but still the same name. The members are mostly railfans; there are also a few engineers, conductors, train dispatchers, operators, and station agents. One member, Harry Couch of Fairburn, Ga., a retired telegrapher (Western Alabama and Seaboard Air Line), recalls that back in 1910 train orders were much simpler than they are today. "I've copied every form of train order in the rule book," he says, "and others not in the book."

National chairman of NATOC is Mr. Orlyn Bratvold, who, as a spare brass-pounder on the Great Northern and the Burlington, worked 43 different depots in three years. "By saving train orders from those stations," he says, "I started my collection, but not until I answered an ad in the *Switch List* of *Railroad Magazine* did I begin trading with other collectors. I now have items from about 3,000 different offices on 240 roads."

NATOC's official publication, a mimeographed bulletin called *The Train Order*, is mailed monthly to each member. Besides carrying news of the closing or relocating of train-order offices, and members' questions concerning train-order rules and flimsies in their private collections, it lists the orders currently on hand in the club's files and gives details about each one.

A member may request as many specimens from these files as he wishes

Order from 1919, when USRA ran nation's railroads, is prized by collectors.

orm 880 Standard Train Order Blank for 31 Order

FORM 31 — UNITED STATES RAILROAD ADMINISTRATION — FORM 31
DIRECTOR GENERAL OF RAILROADS
SOUTHERN RAILROAD LINES AND ASSOCIATED RAILROADS

Train Order No. 31 Dated Sheffield Aug 21st 1919

To Extra No 74 At Iuka Miss

Opr.; M.

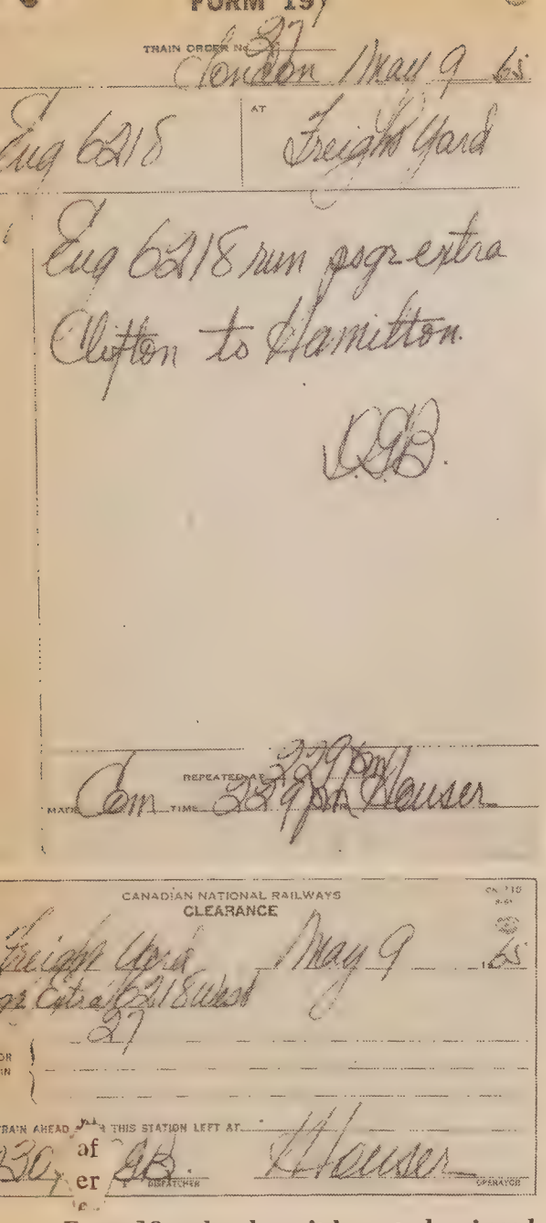
Third no Seventy three 12 Eng 6297
has right over no Seventy
four 74 Eng 5267 Sheffield
to Cherokee

L Ennis
Chief Dispatcher

CONDUCTOR AND ENGINEMAN MUST EACH HAVE A COPY OF THIS ORDER

OK Repeated at 504 A M.

CONDUCTOR	TRAIN	MADE	TIME	OPERATOR


FORM 19

TRAIN ORDER NO. 27

London May 9 6s

Eng 6218 AT Freight Yard

Eng 6218 run psgr extra Clifton to Hamilton.

GB.

REPEATED 329 pm

MADE Com TIME 329 pm Hauser

CANADIAN NATIONAL RAILWAYS

CLEARANCE

Freight Yard May 9 6s

Eng Extra 6218 West

27

TRAIN AHEAD AT THIS STATION LEFT AT

330 pm

DISPATCHER OPERATOR

Form 19 order doesn't have to be signed by crews, but 31 does. Clearance card is handed out with train order to crews.

but must send in exchange an equal number from his own collection. The flimsies he turns in come from offices not previously listed in *The Train Order*, the next issue of which will list these new locations. With many persons supplying items from various roads and offices each month, it is easy to see how the members' collections grow.

Besides the United States, including Alaska and Hawaii, and Canada, the published list sometimes embraces Mexico and even Australia. The items available from NATOC files are divided into those issued in 1945 or later and those that are still older or else from abandoned or merged roads.

NATOC dues are $3.50 a year, which pays for the newsletter and lists as well as the postage for filling the requests from members. Other details may be had from Orlyn Bratvold, 15055 Paddock Street, Sylmer, Calif. 91342, by enclosing a stamped envelope.

If you are not already a collector and wonder where you can get train orders from to start a collection, one suggestion is to consult the *Switch List* of *Railroad Magazine*. Or contact an engineman, trainman, or operator. Or visit a train-order office if there is one in your area. These offices are becoming scarce in the United States as rail lines are abandoned or Centralized Traffic Control and the radio and telephone replace the use of flimsies. Employees' timetables list their locations.

MOST roads which still employ this system require train-order offices to retain, for varying periods of time, copies of all orders copied there. Eventually these copies are destroyed, although some are bundled up and stored away in a cupboard or top shelf somewhere in the station. Upon visiting depots in search of orders, many collectors are pleasantly surprised and rewarded for their efforts. In some cases they persuade operators to save their kind of material for them in the future instead of destroying it.

Jim Steinke of St. Clair Shores, Mich., who recently visited several interlocking towers which handled train orders, found some Grand Trunk Western and New York Central flimsies dating back to 1940. The "oldies" gave the numbers of steam engines long since scrapped. If you can't visit the offices personally, perhaps a letter requesting orders, with a stamped return envelope, will bring results. Write to the agent or operator at that point. Another good way to start a collection is by contacting NATOC members listed on page 61. Many of them are willing to swap flimsies for other railroadiana.

After a train has finished its run, its orders become void and may be left in the locomotive cab. Several NATOC members of the Association have enlarged their collections by asking engine-terminal workers to save all orders found in locomotive cabs.

If a track is equipped with CTC or other automatic signals, the signal indications will "run" the trains; and few, if any, train orders will be issued for it. But in train-order territory, when the dispatcher wants to schedule an extra train, he puts out an order directed to C&E (conductor and engineer). A typical order would instruct Eng 100 to run extra A to E. The book of rules authorizes "Eng" as the abbreviation for engine.

To have this train meet another, the following would be added to the order: "Meet No. 5 Eng 101 at B." A copy of this order would be delivered to the crew of train No. 5 at another station on the line. Both trains would run to meeting-point B and there one would take siding for the second train to pass.

Another common form is the "work" order, which might read, for example: "Eng 102 works extra seven nought one 701 am until four nought one 401 pm between A and C." Dispatcher may qualify such an order by adding that the work extra has rights over all trains, or only specified trains; or after a while he might instruct the work extra to send out its flagman to "protect against" an opposing train. All these conditions are governed by the rule book. Information on out-of-the-ordinary track conditions is relayed to the crew by train orders. Prescribed forms are used when gandy dancers are out working on the tracks. These orders state which tracks are affected, time limits of the work in progress, and other instructions on proceeding through the working area. To restrict train speed at certain points, "slow" orders are issued, such as: "Do not exceed ten 10 miles per hour between mileage two 2 and mileage two point five 2.5."

The "wait" order instructs one train to wait at a certain location or siding for another train to get in the clear. Such an order was mishandled on the Texas & Pacific at Weatherford, Texas, many years ago. It had been delivered to train No. 59, a westbound express. Nothing was thought amiss, until 59 passed Anneta ahead of time on the wait order. Then the dispatcher went wild. Believing that No. 59 would continue to gain on that wait order, he called the next open station to try and stop No. 76, a stock train, at Santo. The operator there had "OS'ed" (reported to dispatcher) No. 76 by just a minute earlier.

"Can you stop him?" the DS asked.

"No, his markers are just going out of sight," replied the Santo operator.

The dispatcher figured that the two trains would collide on a curve beside the Brazos River. He vainly called "BS . . . .BS . . . BS" for Brazos, aware that no one was normally there at night. Then he ordered the wrecker to stand by at West Yard, Fort Worth.

Every operator on the line was listening in fearfully. No one could do a thing but wait. An hour dragged by. No word. Number 12, a local passenger train, stopped at Santo and was told to proceed with caution, expecting to find a wreck ahead. Another hour. The excitement of waiting was awful. Finally

A Santa Fe hotshot takes orders on the fly at Flagstaff, Ariz., in 1969. Note twin order hoops for engine and caboose. You see here a train-order stand.
P.A. Thompson, Box 1804, Prescott, Ariz. 86301

a headlight showed at Anneta—it was No. 12! The tension was broken.

Why was there not an accident, as was thought inevitable? Well, No. 76 was passing through Brazos at high speed, planning to go to the next blind siding for 59, on the wait-order time. Just then an airhose broke on a boxcar. Before the car could be set out or repaired, time ran out and the conductor decided to back in the siding for No. 59.

As soon as 76 got in the clear, 59 came along, away ahead of his wait order. For some reason, train 59 decided to stay at Brazos for No. 12, thus causing a delay and, incidentally, helping to prevent an accident.

PERHAPS the worst railroad crash in America resulted from the lack of proper running orders. At Nashville, Tenn., on July 9, 1918, two trains came together, resulting in 99 deaths and 171 injuries. The Nashville, Chattanooga & St. Louis was responsible.

Now take good aim . . . steady, *swish*! You've got it! And so goes the daily hooping up orders ritual at the Canadian Pacific's Greenville Jct., in Maine.
Photograph Donald S. Robinson

For 16 years Robert Denton of Midland, Texas, was an agent-operator on the Missouri-Kansas-Texas and the Missouri Pacific. "Back in the early 1900's," he recalls, "typewriters were ruled out for copying train orders. All orders were hand-written and telegraphers took pride in their penmanship. The bold style of writing on many old train orders, with the words looped together and very legible, was truly beautiful."

After an operator has orders copied and ready for a train, he delivers them to the head end and the rear. Operating rules state that a train must stop before it received a certain type of order, the 31. Another form, the 19, which is used less often, can be delivered by hoop with the train slowing down but not stopping. Until a relatively few years ago, the train-order hoop was a common piece of equipment in any train-order office. It was a reed pole, much like bamboo, bent at one end to form a closed oval or hoop.

A newer device is used today. Made from thin wood, it resembles the letter Y. Across the top of the Y or fork, the orders are secured with a string. The pickup on the fly is done in such a way that the train crew takes the string and orders, leaving the operator with the order fork.

There is some danger involved in an operator standing close to an oncoming train to deliver orders and messages. A much safer means of delivery is a staff secured to the ground at track side. The train-order fork is placed in this.

When the dispatcher calls the operator and gives the instructions, "19 West copy 9," the operator begins to do just that; he makes nine clear manifold copies of a train order, with just one writing. Railroads use standard train-

Donald S. Robinson, 408 Davis St., Greenville, Mass.

Now for the caboose! The full crew of first train No. 951 get their orders and are off for the meet with hardly a delay.

order forms. The basic difference between a 19 and a 31 is that the latter requires a signature of the men to whom it is addressed. The 19 form does not. A new book of rules that went into effect October 26, 1932, made the 31 form obsolete on most of Canada's trackage.

The uniform standard code has something to say about the size of train-order blanks, which are usually 7x7½ inches. However, on viewing a large collection of flimsies you are likely to see several different sizes. The T&P, for example, once had an order form 5½ inches wide. The 19A and 31A forms previously used on most Canadian railways were 15 inches long. Union Pacific had a 19 form 17 inches long. Not quite all of the blank forms have been tissue paper. The Fort Eustis Military Railway and the old Pacific Electric used heavier stock somewhat like writing paper.

A clearance form that is issued in conjunction with train orders shows the numbers of all orders to be delivered to a train and other data required by certain rules. So that the dispatcher will know that all the orders he put out for a given train are delivered to it, the operator, after writing the clearances, supplies such information as the following: "Aurora clear extra 2500 East with orders 501, 502, 503." DS then enters this on his train-sheet or train-order book, checks the order numbers, and if they are correct he gives the operator an OK and his initials. Clearances are usually white paper, heavier stock than the flimsies, as only three copies of any one clearance are written.

Some roads issue special clearance forms and train-order blanks under special circumstances. The Pennsylvania Railroad had several types of clearances, the use of which depended upon the condition of the block ahead. Many companies have a pre-printed form to cover the case of men working on the track. Only the work limits and working times have to be written in by the operator.

Several roads handle train orders by having the skipper copy the instructions into a special conductor's train-order book. For example, the Grand River Railway and the Lake Erie & Northern, both Canadian Pacific subsidiaries operate in this fashion. Bob Lawler, mentioned earlier in this article, has a train-order book from the Geneva, Ithaca & Sayre, which was used at Ithaca, N.Y., from 1879 through 1888. The operator copied the dispatcher's orders into the book and the train crews would sign them, thus signifying that they had read the orders.

"I don't know if any copies of the orders were made other than those written in the book," says Bob. "This is certainly a prized item in my collection."

SOMETIMES national and international events have led to the issuance of special train orders. NATOC members have many such orders. Among the rarest of these was issued by the Missouri Pacific at Palestine, Texas, on December 7, 1941, the day Pearl Harbor was bombed. Joe McMillan, a Santa Fe civil engineer of Topeka, Kansas, has one of them. It reads:

Effective at once all Japanese travelling stopped and any Japanese attempting to buy transportation or board any passenger or freight trains have arrested by local authorities with instructions they be turned over to Federal Bureau of Investigation.

Ed Metz of Warminster, Pa., who had held several offices in NATOC, has a fine collection of about 10,000 orders from 390 railroads in eight countries, one of which, dated November 25, 1963, states:

To C&E eastward trains 14th District at Moberly yard. All trains and engines will stop at 11:00 am central standard time and remain standing for one minute in memorial tribute to John F. Kennedy. (signed) Henry W. Large, President, Wabash RR.

Orders for U.S. presidential specials and trains run for British royalty visiting Canada are kept as souveniers by engine and train crews but some have found their way into the hands of NATOC members. Your author, who lives in Dundas, Ont., Canada, has several royal train orders in his collection of items from more than 350 different railroads. He is especially proud of a Canadian National flimsy copied at Mahone Bay, Nova Scotia, in 1923, which reads:

In commemoration of Armistice Day Nov. 11th all trains will stop for two (2) mins at 1100 am to 1102 am in so far as is consistent with safe operation.

Andrew Bell of Point Claire, Que., Canada, who specializes in Canadian train orders, has one concerning an unidentified woman who telephoned a suicide threat to the CN station at Ste. Ann's in Quebec, whereupon the dispatcher issued the following:

To eastward trains originating at Coteau. Keep sharp lookout between Dorval and Ste Annes for woman attempting to commit suicide by throwing herself in front of a passing train.

Andrew also treasures the following order, copied at Valleyfield, Que., and addressed to Canadian National engineer J. A. Howle of Extra 1289 West:

Accept the very best wishes for a long and healthy retirement. From the dispatching office.

A last-run flimsy in your author's collection was put out by the Toronto, Hamilton & Buffalo as follows:

Walter Hawkins run retirement special Coyle to Fonthill with right over all that moves except Mrs. Hawkins meet your friends at the Reeta Hotel, Main Street, Welland within ten (10) minutes of arrival Coyle. (signed) TH&B; NYC & Friends.

Several members of the National Association of Train Order Collectors have orders covering various steam-powered Reading Rambles a few years ago, and Jean Steinke owns a flimsy issued for a railfan trip in Ontario with CN 4-8-4 engine No. 6218, which states:

Do not exceed twenty five (25) miles per hour while running tender first Clinton Jct to Goderich.

Collectors keep detailed records of their flimsies, generally on file cards. Joe McMillan of Texas protects his precious bits of tissue paper with legal-size folders and filing cabinets.

"I also use five loose-leaf binders and transparent plastic covers to preserve and display my old and unusual specimens," he says. "Some are so fragile that they would come apart at a light touch. I also have color slides of rare orders to flash on the screens at club meetings."

Another member of the Association, Don S. Robinson, Boston & Maine assistant chief train dispatcher as well as part-time trainmaster and rules examiner for the Green Mountain Railroad, has some really old flimsies from the Boston & Lowell (1886) and Fitchburg Railroad (1895).

Although there is a steady decline in the number of train orders being issued, the practice has not died out. The 292-mile Ann Arbor, to mention just one U.S. railroad is still putting out 50 or so of them a day. And the souvenirs from merged or abandoned roads rise in value as time goes on. Actually, the hobby gets more and more interesting as a result of changes in the industry. Somewhere in ancient depots, signal towers, and the attics of retired crew men, living and dead, old and forgotten flimsies are waiting to be found.

When Charles Minot dictated that first train order more than a century ago, he didn't know that he was revolutionizing rail operation and indirectly launching a new hobby.

PHOTOS of the MONTH

Beautiful she was, high-stepping Union Pacific "Harriman Atlantic" No. 3304 with wooden consist at Ellsworth, Kan., in 1915.
Collection of Richard H. Kindig, 3831 Perry St., Denver, Colo. 80212

Photograph by George A. Forero, Box 2314, Villanova, Pa. 19085

East Broad Top 2-8-2 No. 12 and gas-electric car M-1 meet at wye near Rockhill Furnace, Pa., in February '69.

On a bitter cold night last January hostler Bob Hills climbed aboard lead Penn Central engine for night run from Jackson, Mich.

Douglas N. Leffler, 115 E. Michigan Ave., Jackson, Mich. 49201

Pretty Mrs. Sandra Luckhardt operates Southern Pacific's world's first Videofile which records, stores, prints, and retrieves any item on file in seconds. It handles 400,000 documents a month on tape.

Southern Pacific Photograph

Sin ichi Miyazaki, Imaichiba, Konan-shi, Aichi-ken, Japan

Japan's 6- to 8-coach *Panorama* train is capable of about 65 miles per hour and keeping an on-time record. Note engineer's cabin high above the passenger picture window.

Dining is an experience at "The Station" in Ithaca, N.Y., a former Lehigh Valley depot which has been tastefully and opulently restored to the halycon days of turn-of-the-century America. Drinks are served at the ticket counter and meals are ordered by punching a ticket card. The china was specially made to order, showing the hands of a Seth Thomas clock pointing to time the last train left the station. Note timetable rack, train arrivals and departures. Railfans often dine here.

Lt. Walter A. Appel in 1964 with the Air Force in Saigon, Vietnam.

Interesting Railfans No. 78

WALTER A. APPEL

by Freeman Hubbard

Sandra Appel at CP station, Montreal.
Photograph by Walter Appel

OUR personality this month has one big distinction: Walter Appel writes the only weekly rail-hobby column for any metropolitan newspaper in the United States. A cousin of mine has been sending me clippings of it from the *Sunday News* of Newark, N.J., in the Greater New York area, ever since it first appeared on September 7, 1958, and sometimes I find them helpful in editing *Railroad Magazine*.

That column is called *High Iron*, a slang term used for mainline operation because its T-rails are taller and heavier than those on branch lines. *High Iron* is a combination of railfan and model railroad items such as fan-trips, club activities, passenger-train changes, modelbuilding tips, and the like. Being familiar with the *News* from having worked nearly six years in its display advertising department, Walt originated and put across the idea that the paper should add a rail column to its regular Sunday features. His column has won much reader support. It is purposely made non-technical so as to interest the general public as well as railroad buffs.

Walt was born October 8, 1940, in Newark, the son of Alfred W. and Pauline M. Appel. His father came from Dusseldorf, Germany, and currently works as a machinist in the Jersey Central shops at Elizabethport, N.J. A great-uncle of his was a trainmaster for the Prussian State Railways.

On a recent visit to Germany, Walt was taking movies near his father's old home when a stationmaster asked what he was doing. Our hero, who speaks German, said he had come from America and was photographing the last steam locos in that area. The stationmaster suggested some good photo spots. When a 2-10-0 arrived in the small yard to pick up a few cars, he spoke to the engineer, with the result that a dramatic, smoky, wheel-slipping start gave the visitor a lively subject for his 16mm movie film and 35mm black and white. Walt's interest in railroading can be traced back to a Lionel O-gage outfit that his father gave him at age two. Later, he was taken on train-watching trips to Newark's Penn Station and the Pennsy's Petty Street yards. Then he began traveling on his own, a favorite spot being South Amboy shortly before the last Pennsy K-4s steamers assigned to the New York & Long Branch were retired.

In his early teens, when the postal service was more reliable than it is today, he spent many pleasant evenings at the Lackawanna depot in East Orange, N.J., with a close friend, Joe McCarthy, waiting for the mail train hauled by a black GP-7. "After the engineer got to know us,' Walt recalls, "he invited us up into the cab while the mail and freight were being unloaded."

Eleven years ago, on a trip with his father, Walt was driving his dad's Rambler in Virginia along a rural road which suddenly turned into dirt, and the car got stuck in what seemed like quicksand. With his father's aid, he finally got it back onto a concrete highway and went on to take pictures of Norfolk & Western locos. On various occasions he has gone on steam-chasing trips with Mike Eagleson, now assistant editor of *Railroad Magazine*, and other rail photographers such as John Briggs and Pete Vander Veld.

His pretty wife, Sandra, a brunette registered nurse, who tells us that "Walt has a wonderful sense of humor," often assists him on camera jaunts and twice has ridden in locomotive cabs beside him.

Says Walt: "I will never forget the look on train-watchers' faces one day when Sandra was with me on engine 4134 at the head end of *The Southerner*, a fine Southern Railway passenger train eastbound from New Orleans to Hattiesburg, Mississippi. The sight of a young woman waving from the cab window of an F-3 must have surprised a lot of people along the route."

Photograph by Walter Appel
SP 4-8-2, on Walt's Seaboard Lines, one of the fine scale models he built.

Vietnamese 2-10-0 No. 302, photographed in Saigon in 1963.

Easter '68: Delaware & Hudson Alco PA's at Rouses Pt., N.Y.

Our subject's collection of railroadiana includes his self-made movies, slides, and 8x10 prints. He also has about 75 railbooks, such as most of Lucius Beebe's works (prized gifts from Sandra); a few diesel builders' plates, train orders, and some 1940-'60 timetables. Mechanically gifted, he builds handsome HO scale models, several of which are displayed in his den, besides a number of enlarged photos and some fine color reproductions of paintings by Howard Fogg of Alco-built locomotives.

Neat and methodical, he is now working on a filing system for his prints and negatives. His elaborate HO scale model layout of the Seaboard Lines, which is kept at his parents' home in East Orange, connects with three "private" lines: the Midland Central of Walter Paleczny of Irvington, N.J.; the Colonia Eastern of Tony Chesek, Colonia, N.J., and the Union Pacific system of Joe Tosline of Newark. Walter Appel's line is a coal carrier with equipment mostly from the CNJ, B&O, and N&W.

Walt is one inch short of six feet, weighs 185 pounds and, like his wife, has brown hair and friendly brown eyes. Can eat "almost anything." Keeps fit by considerable walking. He detests cigarettes but occasionally smokes a pipe. A conscientious worker, affable, well-mannered, conservative, even-tempered, and very patriotic—these are some of Walter Appel's traits. He is a nice person to be with but is more reserved than colorful, is popular but not "the life of the party." In short, Walt is a dependable, solid citizen. We like him.

"If all fathers and sons had a relationship as we do," his father writes, "there would be far less trouble in the world today."

Walt and Sandra (they have no children) currently live at 250 Sumner Avenue, Roselle Park, N.J. 07204, but will soon move to Westfield in the same state.

Upon graduating from Rutgers University in 1962, Walt received a commission as second lieutenant in the U.S. Air Force. He spent three fruitful years as a transportation officer in the AF and was an instructor in the Transportation Officers' School at Sheppard Air Force Base. He served so effectively in Vietnam that he received a USAF commendation for the way he organized and operated the Tan Son Nhut air freight terminal. Also, he rode, usually with a camera, trains of the Vietnam National Railways, the Kowloon Railway (Hong Kong), and the Thai Royal State Railways, being adventurous as well as meticulous.

Besides doing his widely-read *High Iron* column on a free-lance basis, Walt has written several magazine articles, has had some of his pictures in the *News Photos* section of *Trains* magazine, and is employed full time as a security analyst for a large insurance company. Among his pet peeves are the nation's rapidly deteriorating postal system, the unprogressive attitude of most railroad managements toward passenger service, and what he terms "the Great Socialist Society" in this country. Last year he traveled about 6,200 miles on passenger trains, in addition to commuting five days a week on the Jersey Central line between Roselle Park and Newark, a 14-mile round trip.

Norfolk & Western 4-8-2 No. 122, with streamlined shroud, at Petersburg, Va., 1957.
All photographs this page by Walter Appel.

Trainman "Happy" Walker, employed by the steam-powered Reader Railroad in Arkansas since 1926, waits for passengers to board his train. Old-fashioned stove contrasts sharply with modern Flintkote flooring.

PASSENGER TRAIN SURVEY

UNION PACIFIC has been running into state and Federal resistance in its effort to drop passenger service in Idaho, reports UTU *Transportation News*. Some time ago the ICC refused to let the road discontinue passenger runs between Denver and Portland, Ore., and between Salt Lake City and Butte, Mont. Now, the Idaho Public Utilities Commission has denied the carrier permission to drop Pullman service on these trains while operating within the state.

In its denial, the IPUC recalled that the commission had ordered the railroad to continue quality service on the trains. Added to these setbacks is the IPUC's recent refusal to allow the Union Pacific to close its agency at Sugar Creek. The carrier did manage to get permission to close its agency at Dubois, Idaho. However, the permission was subject to the UP providing shelter for passengers and freight and permitting toll-free calls to agencies at Idaho Falls and at Lima, Montana.

The fact that *Turbotrain* meals were served on trays at the passengers' seats reacted unfavorably on travel agent Al Franck, P.O. Box 171, Richmond Hill, N.Y. 11418.

"Just like airplane meals!" he writes. "The discomfort and general inconvenience of dining in that manner has gotten me around to the point where I tend to avoid flights on which meals are served or, if I have to take such flights, I decline the meals. So I shall not go out of my way to ride the *Turbotrains;* but *Rapidos* and trains like Erie Lackawanna Nos. 5 and 6 will continue to get my patronage as long as they maintain traditional diner services. Furthermore, I never want any part of rail dining which gives the customer his chow on paper plates.

"The nicest meals-at-your-seat service I have ever enjoyed was on British Rail's *Golden Arrow,* where a table was clipped into place against the window-sill, covered with a snowy cloth, and duly set with proper silver and crystal."

Only immediate action by the Federal Government will prevent the demise of national passenger rail service, the ICC has told Congress. In its annual report, the Commission says 575 passenger trains are now in operation, compared with 1,448 a decade ago.

During the past fiscal year, the agency reports, applications for discontinuances were more than double the number of any previous 12-month period. Although the ICC required 39 trains to remain in operation despite efforts of various railroads to drop them, it permitted 117 others to discontinue.

Reflected in the railroad company applications, the agency says, were such factors as "the burden of mounting labor cost, dwindling patronage, deteriorating equipment, and the loss of mail revenues." Even so, the Commission attributes declining patronage of passenger trains largely to poorer service by the railroads.

The ICC cites an "air of inevitable extinction" with which some railroads have viewed passenger service in the last decades. This has led to no expenditures on passenger equipment, with the carriers allowing out-of-date facilities to further deteriorate. Therefore, it is time for Federal intervention.

The Brotherhood of Locomotive Engineers has filed a complaint with the Public Service Commission of New York State on Penn Central passenger service. James Hens of Buffalo, N.Y., chairman of the Brotherhood's legislative board, says PC has failed to maintain locomotive equipment, assign proper supervision, maintain coach equipment, provide adequate food and beverage service, and operate in a "reasonably safe" manner.

Canadian Pacific RDC-3 No. 9024 and two RDC-1's on a westbound commuter train are pulling into Montreal West station en route to Hudson (April '68).
Jack Armstrong, 197 N. Summer St., Adams, Mass. 01220

Students at Bradley University in Peoria, Ill., have been helping the Rock Island promote its Peoria passenger service by both word and deed. News stories and an editorial in the *Bradley Scout*, the student newspaper, pointed out to the readers the advantages of using Rock Island service.

In other efforts to promote the service, Murl H. Bonsteel, director of suburban and passenger services, and James G. Pate, director of public relations, met with members of the Peoria Chamber of Commerce to outline the railroad's position on passenger trains and to ask for help in promoting it.

Penn Central commuters in the Greater Philadelphia area can now by their monthly commutation tickets by mail. The new service, the Charge-N-Ride, saves the time of waiting in ticket lines and provides for convenient payment by check or money order.

Application blanks are available at area ticket offices. The commuter simply lists his name, mailing address, business affiliation, and home and office telephone numbers, and marks the stations between which he desires a calendar-month ticket. This application is returned to Penn Central in a postage-paid envelope. Then the commuter is sent his next monthly ticket, along with a bill. Without further notification, he will continue to receive tickets unless he advises the railroad of a period to be skipped, for vacation, etc.

Conductors no longer are the aristocracy of wage-earning Americans, writes John D. Williams in *The Wall Street Journal*. Once respected for their noble bearing, their stentorian voices and their to-the-second punctuality, conductors today are usually ignored. When they're not, they're merely a convenient scape-goat for the gripes of much-abused railroad commuters.

"Just the other day we were 10 minutes late and a passenger yelled at me, 'You s.o.b., you're late again,' as though it was my fault," says an old-time conductor relaxing between trains at Grand Central Terminal in New York. "I don't even answer anymore," he adds. "I'm afraid of what I might say."

The nation's railroads altogether employ a mere 2,600 conductors, down from 4,800 in 1958 and 7,500 in 1948. Train passengers, in fact, rarely see a *real* conductor anymore. Most of the rail employes who punch their tickets are assistant conductors, trainmen, or brakemen.

Some of them now use their railroad job mainly as an income-producing method of reaching "moonlight" jobs in the city. They handle tickets on morning trains, then change from their $112 railroad uniforms into business suits, and head for jobs as bank tellers, messengers. At the end of the day, they put their uniforms back on and work their way home on the train.

Although his job hasn't much of a future, a conductor is fairly well-paid. The average yearly pay is $11,400, up from $8,950 ten years ago and $5,500 twenty years ago. Many conductors earn up to $18,000 a year.

Railroads in general hesitate to spend money on new passenger trains at a time when rising costs still are outstripping revenues. Passengers react by grumbling over deteriorating service, or venting their frustrations on the conductors.

"In the old days," says a disillusioned skipper, "the kids used to wave at passing trains. Now they throw rocks and break our windows."

Canadian National's *Caribou* stops at Bishop's Falls, Newfoundland, to change crew and service the engine before it begins westbound climb to Summit and Gaff Topsail.
Photographed October 8, 1968, by G. Pollock

62 Years Ago

MEMORIES of 48 years of railroading are recalled by P. C. Southworth, 92 S. Powhatan Ave., Columbus, Ohio, past assistant grand chief engineer of the Brotherhood of Locomotive Engineers. In 1905 he went firing on the Hocking Valley Railway (now a division of the Chesapeake & Ohio), in 1908 he was promoted to the right-hand side of the cab and in 1956 he retired.

"I was firing a passenger run between Columbus and Toledo in 1907," he writes. "In those days we had no oil headlights and couldn't see any dark object on the track ahead. We left Toledo at 6:10 on Christmas night in a heavy snowstorm with No. 36, a high-ball run consisting of a baggage car, three coaches, and a parlor car.

"We were making 70 mph through the village of Lemoyne, 15 miles from Toledo, and on a road crossing just south of the village our pilot picked up a man and the body of a buggy. Neither engineer Ed Allen nor I knew about this until a red order board stopped us at Bradner, 15 miles farther south, and the operator said that the dispatcher wanted the front end of our engine examined because we had hit a buggy at Lemoyne.

"I grabbed a torch and Ed and I ran to the head end. There we saw an old gentleman with long white whiskers trying to get out of the wrecked buggy, which had become wedged between the two beams extending from pilot to smokebox. He was so cold that he couldn't talk. We helped him out and took him into the depot. The only injury he had was a small scratch on the left cheek, but his wife was killed. Another traveler following them found her body in a snowbank. Strangely enougn, the horse was uninjured."

NORFOLK & WESTERN RAILWAY

Locomotive Roster Compiled by Sy Reich

Southbound N&W freight hits the grade at Lyndhurst, Va., on a warm sunny day in May, 1963. Listen to those diesels roar!
Four photos by William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va.

Former RR Class	Road Numbers	Former Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
—	10-11	—	1000	Alco Pr.	T6	B-B	60,000	239,950	1959	
—	12-21	—	1000	Alco Pr.	T6	B-B	60,000	239,950	1959	
—	22-49	—	1000	Alco Pr.	T6	B-B	60,000	239,950	1959	1
—	—	P&WV 30	1000	Baldwin	VO 1000	B-B	72,070	240,000	1943	2
—	—	P&WV 40	1600	BLHW	AS-616	C-C	83,750	335,000	1951	3
—	50-51	P&WV 50-51	2000	FM	ALT 200.1a	B-B	63,025	250,000	1947	4
—	52-53	P&WV 52-53	2000	FM	ALT 200.1a	B-B	63,025	250,000	1948	5
—	54-49	P&WV 54-59	2000	FM	H20-44	B-B	63,025	250,000	1951	4, 5
—	60-65	P&WV 60-65	2000	FM	H20-44	B-B	63,025	250,000	1952	4, 5
—	66-71	P&WV 66-71	2000	FM	H20-44	B-B	63,025	250,000	1953	6
—	90-93	P&WV 90-93	1600	FM	H16-44	B-B	62,900	250,000	1956-7	4
—	—	VGN 6	380	GE	44 ton	B-B	22,000	88,000	1941	5
—	110-115	VGN 10-15	1600	FM	H16-44	B-B	53,000	262,200	1954	
—	116	VGN 16	1600	FM	H16-44	B-B	53,000	262,600	1955	
—	117-127	VGN 17-27	1600	FM	H16-44	B-B	53,000	262,200	1954-5	8
—	128-129	VGN 28-29	1600	FM	H16-44	B-B	53,000	262,200	1954	8
—	130-131	VGN 30-31	1600	FM	H16-44	B-B	53,000	262,200	1955	
—	132	VGN 32	1600	FM	H16-44	B-B	53,000	262,200	1955	
—	133	VGN 33	1600	FM	H16-44	B-B	53,000	262,000	1955	
—	134	VGN 34	1600	FM	H16-44	B-B	53,000	262,200	1955	
—	135-139	VGN 35-39	1600	FM	H16-44	B-B	53,000	262,200	1955	
—	140-147	VGN 40-47	1600	FM	H16-44	B-B	53,000	262,200	1956	
—	148-149	VGN 48-49	1600	FM	H16-44	B-B	53,000	262,200	1957	8
—	150-157	VGN 50-57	2400	FM	H24-66	C-C	79,500	394,500	1954	44
—	158-168	VGN 58-68	2400	FM	H24-66	C-C	79,500	394,500	1954	44
—	169-174	VGN 69-74	2400	FM	H24-66	C-C	79,500	396,600	1957	
—	200-214	—	2500	GM-EMD	GP35	B-B	65,000	260,000	1963	
—	215-239	—	2500	GM-EMD	GP35	B-B	65,000	260,000	1964	
—	300-303	N&W 99-96	1600	Alco Pr.	RS-3	B-B	60,000	247,000	1955	48
—	304-307	N&W 95-92	1600	Alco Pr.	RS-3	B-B	60,000	247,000	1956	48
—	308-318	—	1800	Alco Pr.	RS-11	B-B	60,000	247,000	1956	
—	319-324	—	1800	Alco Pr.	RS-11	B-B	60,000	247,000	1956	
—	325-333	—	1800	Alco Pr.	RS-11	B-B	60,000	247,000	1957	
—	334-340	—	1800	Alco Pr.	RS-11	B-B	60,000	247,000	1957	
—	341-343	—	1800	Alco Pr.	RS-11	B-B	60,000	247,000	1957	
—	344	—	1800	Alco Pr.	RS-11	B-B	60,000	247,000	1957	
—	345-350	—	1800	Alco Pr.	RS-11	B-B	60,000	247,000	1957	5
—	351-364	—	1800	Alco Pr.	RS-11	B-B	60,000	247,000	1957	
—	365-376	—	1800	Alco Pr.	RS-11	B-B	60,000	247,000	1957	
—	377-380	—	1800	Alco Pr.	RS-11	B-B	60,000	247,000	1959	
—	381-392	—	1800	Alco Pr.	RS-11	B-B	60,000	247,000	1959	5
—	393-400	—	1800	Alco Pr.	RS-11	B-B	60,000	247,000	1959	
—	401-406	—	1800	Alco Pr.	RS-11	B-B	60,000	247,000	1961	
—	407-412	—	1800	Alco Pr.	RS-36	B-B	60,000	247,000	1962	
—	413-420	—	2000	Alco Pr.	DL-721A	B-B	68,000	272,000	1964	
—	500-505	N&W 762-767 (1st)	1750	GM-EMD	GP9	B-B	60,000	256,720	1957	
—	506-521	—	1750	GM-EMD	GP9	B-B	60,000	256,720	1958	45
—	522-565	—	2250	GM-EMD	GP30	B-B	65,000	260,000	1962	
—	620-699	—	1750	GM-EMD	GP9	B-B	60,000	247,000	1958-9	
—	710-713	N&W 10-13	1750	GM-EMD	GP9	B-B	60,000	247,000	1955	
—	714-734	—	1750	GM-EMD	GP9	B-B	60,000	247,000	1956	
—	735-761	—	1750	GM-EMD	GP9	B-B	60,000	247,000	1956-7	
—	762-767 (1st)	—	1750	GM-EMD	GP9	B-B	60,000	247,000	1957	
—	766-767 (2nd)	WSSB 1501-1502	1750	GM-EMD	GP9	B-B	60,000	247,000	1957	
—	768-797	—	1750	GM-EMD	GP9	B-B	60,000	247,000	1957	49
—	798-812	—	1750	GM-EMD	GP9	B-B	60,000	247,000	1957	
—	813-842	—	1750	GM-EMD	GP9	B-B	60,000	247,000	1958	
—	843-914	—	1750	GM-EMD	GP9	B-B	60,000	247,000	1959	
—	915-938	—	1800	GM-EMD	GP18	B-B	60,000	247,000	1959-60	
—	939-962	—	1800	GM-EMD	GP18	B-B	60,000	247,000	1961	5
—	1000-1006	—	2500	Alco Pr.	DL-425	B-B	65,750	263,000	1964	47
—	1007-1016	—	2500	Alco Pr.	DL-425	B-B	68,200	272,800	1965	
—	1100-1109	—	2750	Alco Pr.	DL-628	C-C	101,000	404,000	1965	
—	1110-1129	—	2750	Alco Pr.	DL-628	C-C	102,000	408,000	1966	
—	1130-1134	—	3000	Alco Pr.	DL-630	C-C	102,000	408,000	1966	
—	1135-1139	—	3000	Alco Pr.	DL-630	C-C	102,000	408,000	1967	
—	1300-1301	—	2500	GM-EMD	GP35	B-B	65,000	260,000	1964	

Former RR Class	Road Numbers	Former Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
——	1302-1308	——	2500	GM-EMD	GP35	B-B	64,250	257,000	1964	
——	1309-1328	——	2500	GM-EMD	GP35	B-B	68,250	273,000	1965	
——	1329-1358	——	3000	GM-EMD	GP40	B-B	69,375	277,500	1966	
——	1359-1388	——	3000	GM-EMD	GP40	B-B	69,375	277,500	1967	
——	1500-1529	——	2500	GM-EMD	SD35	C-C	98,250	393,000	1965	
——	1530-1551	——	2500	GM-EMD	SD35	C-C	98,250	393,000	1965	
——	1552-1579	——	2500	GM-EMD	SD35	C-C	98,250	393,000	1965	
——	1580-1609	——	3000	GM-EMD	SD40	C-C	98,000	392,000	1966	
——	1700-1734	——	3600	GM-EMD	SD45	C-C	102,500	410,000	1966	
——	1735-1764	——	3600	GM-EMD	SD45	C-C	102,500	410,000	1967	
——	1900-1929	——	2800	GE	U28B	B-B	70,000	280,000	1966	
——	1930-1944	——	3000	GE	U30B	B-B	70,000	280,000	1967	
——	1945-1956	——	3000	GE	U30B	B-B	70,000	280,000	1967	
——	1957-1964	——	3000	GE	U30B	B-B	70,000	280,000	1967	
AS-10a	——	NKP 1-6	1000	Alco-GE	S2	B-B	57,500	230,000	1942	9
ES-10b	——	NKP 7-10	1000	GM-EMD	NW2	B-B	61,900	247,640	1942	10
ES-10c	2011-2022	NKP 11-22	1000	GM-EMD	NW2	B-B	61,900	247,640	1947-8	38
AS-10b	2025-2026	NKP 25-26	1000	Alco-GE	S2	B-B	57,500	230,000	1947	5, 46
AS-10b	2027	NKP 27	1000	Alco-GE	S2	B-B	57,500	230,000	1947	5
AS-10b	2028	NKP 28	1000	Alco-GE	S2	B-B	57,500	230,000	1947	
AS-10b	2029-2030	NKP 29-30	1000	Alco-GE	S2	B-B	57,500	230,000	1947	5, 46
AS-10b	2031-2033	NKP 31-33	1000	Alco-GE	S2	B-B	57,500	230,000	1947	5, 11, 46
AS-10b	2034-2035	NKP 34-35	1000	Alco-GE	S2	B-B	57,500	230,000	1947	5, 46
AS-10b	2036-2042	NKP 36-42	1000	Alco-GE	S2	B-B	57,500	230,000	1947	5, 11, 46
AS-10b	2043	NKP 43	1000	Alco-GE	S2	B-B	57,500	230,000	1947	5
ASM-10a	2044-2045	NKP 44-45	1000	Alco-GE	S2	B-B	57,800	231,200	1950	5
AS-10c	2046-2058	NKP 46-58	1000	Alco-GE	S4	B-B	57,600	230,400	1951	
ASM-10b	2059-2060	NKP 59-60	1000	Alco-GE	S4	B-B	57,800	231,200	1951	
ASM-10c	2061	NKP 61	1000	Alco-GE	S4	B-B	57,700	230,800	1952	
AS-10d	2065-2073	NKP 65-73	1000	Alco-GE	S4	B-B	57,500	230,000	1952	
AS-10e	2074-2077	NKP 74-77	1000	Alco-GE	S4	B-B	57,700	230,700	1953	
ASM-10d	2078-2083	NKP 78-83	1000	Alco-GE	S4	B-B	57,800	231,100	1953	
AS-6a	2085	NKP 85	660	Alco-GE	S1	B-B	49,600	198,300	1950	
GS-4a	——	NKP 90	380	GE	44 ton	B-B	22,000	88,000	1949	10
ES-10a	——	NKP 95	1000	GM-EMD	NW2	B-B	62,100	248,540	1940	12
ES-10a	——	NKP 96	1000	GM-EMD	NW2	B-B	62,100	248,540	1940	12
ES-10a	——	NKP 97-98	1000	GM-EMD	NW2	B-B	62,100	248,540	1941	12
BS-10a	——	NKP 100-101	1000	BW	DS 4-4-1000	B-B	61,000	243,800	1948	10
ES-6a	2105-2106	NKP 105-106	600	GM-EMD	SW1	B-B	49,300	197,000	1950	
ES-8a	2107-2114	NKP 107-114	800	GM-EMD	SW8	B-B	57,600	230,500	1952	
FS-10a	2125-2133	NKP 125-133	1000	FM	ALT 100.6a	B-B	61,700	246,940	1948-9	5
FS-12a	2134-2138	NKP 134-138	1200	FM	H12-44	B-B	62,000	248,000	1953	
FS-12b	2139-2145	NKP 139-145	1200	FM	H12-44	B-B	61,700	246,700	1957	
FS-12c	2146-2155	NKP 146-155	1200	FM	H12-44	B-B	61,090	244,360	1958	
AP-20a	——	NKP 180-186	2000	Alco-GE	PA-2	A1A-A1A	51,400	308,400	1947	13
AP-20a	——	NKP 187-190	2000	Alco-GE	PA-2	A1A-A1A	51,400	308,400	1948	13
ES-12a	2230-2232	NKP 230-232	1200	GM-EMD	SW7	B-B	61,700	246,800	1950	
ES-12b	2233-2237	NKP 233-237	1200	GM-EMD	SW9	B-B	61,700	246,800	1951	
ES-12c	2238-2244	NKP 238-244	1200	GM-EMD	SW9	B-B	61,700	246,800	1952	
LS-10a	——	NKP 305-308	1000	LH	Yd. Sw.	B-B	59,600	238,260	1949	10
LS-12a	——	NKP 309-312	1200	LH	Yd. Sw.	B-B	62,000	248,000	1950	10
BRS-16a	2320-2321	NKP 320-321	1600	BLHW	AS-16	B-B	62,250	249,000	1953	14
BRS-16b	2322-2323	NKP 322-323	1600	BLHW	AS-16	B-B	64,750	259,000	1954	14
ARX-18a	2325-2332	NKP 325-332	1800	Alco Pr.	RSD-12	C-C	92,540	370,160	1957	
ARX-18a	2333	NKP 333	1800	Alco Pr.	RSD-12	C-C	92,540	370,160	1957	
ERX-17a	2340-2359	NKP 340-359	1750	GM-EMD	SD9	C-C	92,000	368,000	1957	5
ERS-15a	2400-2412	NKP 400-412	1500	GM-EMD	GP7	B-B	59,100	236,400	1951	5
ERS-15b	2413-2422	NKP 413-422	1500	GM-EMD	GP7	B-B	59,100	236,400	1953	
ERS-15c	2423-2447	NKP 423-447	1500	GM-EMD	GP7	B-B	59,100	236,400	1953	5
ERS-17a	2448-2476	NKP 448-476	1750	GM-EMD	GP9	B-B	61,200	244,800	1955	5
ERS-17b	2477-2479	NKP 477-479	1750	GM-EMD	GP9	B-B	63,100	252,400	1955	
ERS-17c	2480-2483	NKP 480-483	1750	GM-EMD	GP9	B-B	63,000	252,000	1956	
ERS-17c	2484-2485	NKP 484-485	1750	GM-EMD	GP9	B-B	63,350	253,400	1956	
ERS-17d	2486-2509	NKP 486-509	1750	GM-EMD	GP9	B-B	61,350	245,400	1956	15
ERS-17e	2510-2529	NKP 510-525	1750	GM-EMD	GP9	B-B	61,450	245,800	1958	
ERS-17f	2530-2534	NKP 530-534	1750	GM-EMD	GP9	B-B	61,600	246,400	1959	
ARS-16a	2535-2557	NKP 535-557	1600	Alco	RS-3	B-B	62,100	248,400	1954	5
ARS-18a	2558-2562	NKP 558-562	1800	Alco Pr.	RS-11	B-B	61,850	247,400	1956	16, 17
ARS-18b	2563-2567	NKP 563-567	1800	Alco Pr.	RS-11	B-B	61,200	244,800	1958	
ARS-18b	2568-2572	NKP 568-572	1800	Alco Pr.	RS-11	B-B	61,200	244,800	1958	
ARS-18d	2573-2575	NKP 573-575	1800	Alco Pr.	RS-11	B-B	61,250	245,000	1960	
ARS-18d	2576-2577	NKP 576-577	1800	Alco Pr.	RS-11	B-B	61,250	245,000	1960	
ARS-20a	2578	NKP 578	2000	Alco Pr.	DL-721A	B-B	64,325	257,300	1964	16
ERS-18a	2700-2709	NKP 700-709	1800	GM-EMD	GP18	B-B	61,100	244,400	1960	
ERS-17g	2800-2814	NKP 800-814	1750	GM-EMD	GP9	B-B	61,750	247,000	1959	
ARS-18c	2850-2863	NKP 850-863	1800	Alco Pr.	RS-11	B-B	61,300	245,200	1959	
ARS-18c	2864	NKP 864	1800	Alco Pr.	RS-11	B-B	61,300	245,200	1959	
ARS-18e	2865-2868	NKP 865-868	1800	Alco Pr.	RS-36	B-B	61,465	245,860	1962	
ARS-18e	2869-2870	NKP 869-870	1800	Alco Pr.	RS-36	B-B	61,465	245,860	1962	
ARS-18e	2871-2873	NKP 871-873	1800	Alco Pr.	RS-36	B-B	61,465	245,860	1962	
ARS-18f	2874-2875	NKP 874-875	1800	Alco Pr.	RS-36	B-B	61,465	245,860	1962	
ERS-22a	2900-2909	NKP 900-909	2250	GM-EMD	GP30	B-B	61,800	247,200	1962	
ERS-25a	2910	NKP 910	2500	GM-EMD	GP35	B-B	64,500	258,000	1964	15

Autumn shadows lengthen as crews change on southbound Shenandoah Div. freight at Shenandoah, Va., October 1963.

Train No. 95 enters the Waynesboro yard, passing local No. 102 switching cars on a pleasant April day in 1963.

Former RR Class	Road Numbers	Former Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
D-6	—-	WAB 1	660	Alco-GE	S1	B-B	58,200	194,000	1940	18
D-6	—-	WAB 2	660	Alco-GE	S1	B-B	?	?	1940	19
D-3	—-	WAB 51	300	GE	44 ton	B-B	25,800	88,840	1939	20
D-6	—-	WAB 100	600	Alco	HH 600	B-B	60,000	197,500	1939	21
D-6	—-	WAB 101-103	600	GM-EMC	SW1	B-B	60,000	193,130	1939	22
D-6	—-	WAB 104	600	GM-EMD	SW1	B-B	60,000	193,130	1940	23
D-6	—-	WAB 105	600	GM-EMD	SW1	B-B	60,000	193,130	1940	24
D-6	—-	WAB 106	600	GM-EMD	SW1	B-B	60,000	193,130	1940	25
D-6	—-	WAB 107	600	GM-EMD	SW1	B-B	60,000	193,130	1945	25
D-6	—-	WAB 108	600	GM-EMD	SW1	B-B	60,000	193,130	1947	24
D-6	3109-3110	WAB 109-111	600	GM-EMD	SW1	B-B	60,000	193,130	1949	21
D-8	3120-3121	WAB 120-121	800	GM-EMD	SW8	B-B	68,500	231,625	1950	
D-8	3122-3124	WAB 122-124	800	GMD	SW8	B-B	68,500	231,625	1951	
D-8	3125-3126	WAB 125-126	800	GM-EMD	SW8	B-B	68,500	231,625	1951	
D-8	3127	WAB 127	800	GM-EMD	SW8	B-B	68,500	231,625	1951	
D-8	3128-3132	WAB 128-132	800	GM-EMD	SW8	B-B	68,500	231,625	1953	
D-6	—-	WAB 150	600	Alco	HH 600	B-B	60,000	197,000	1940	21
D-6	—-	WAB 151	660	Alco-GE	S1	B-B	60,000	198,200	1941	21
D-6	—-	WAB 152	660	Alco-GE	S1	B-B	60,000	198,200	1942	21
D-6	—-	WAB 153-154	660	Alco-GE	S1	B-B	60,000	198,200	1944	21, 26
D-6	—-	WAB 155	660	Alco-GE	S1	B-B	60,000	198,200	1944	21
D-6	—-	WAB 156-157	660	Alco-GE	S1	B-B	60,000	198,200	1947	21, 27
D-6	—-	WAB 158-159	660	Alco-GE	S1	B-B	60,000	198,200	1948	27
D-6	—-	WAB 200	660	Baldwin	VO 660	B-B	?	?	1941	28
D-6	—-	WAB 201-202	660	BW	DS 4-4-660	B-B	60,000	198,010	1947	29
D-10	—-	WAB 300	1000	Baldwin	VO 1000	B-B	71,350	237,830	1942	21
D-10	—-	WAB 301-302	1000	Baldwin	VO 1000	B-B	72,220	240,730	1944	21, 29
D-10	—-	WAB 303	1000	Baldwin	VO 1000	B-B	72,220	240,730	1946	21
D-10	—-	WAB 304	1000	BW	DS 4-4-1000	B-B	72,220	241,730	1949	29
D-12	—-	WAB 305-306	1200	BLHW	S-12	B-B	69,905	236,670	1951	21
D-12	—-	WAB 307-309	1200	BLHW	S-12	B-B	70,670	239,120	1953	21
D-10	—-	WAB 310-311	1000	Alco-GE	S2	B-B	69,150	230,500	1942	21
D-10	—-	WAB 312	1000	Alco-GE	S2	B-B	69,150	230,500	1943	21
D-10	—-	WAB 313	1000	Alco-GE	S2	B-B	69,150	230,500	1944	21
D-10	—-	WAB 314-315	1000	Alco-GE	S2	B-B	69,150	230,500	1944	21
D-10	—-	WAB 316-317	1000	Alco-GE	S2	B-B	69,150	230,500	1944	21
D-10	—-	WAB 318-319	1000	Alco-GE	S2	B-B	69,150	230,500	1946	21
D-10	3320-3321	WAB 320-321	1000	Alco-GE	S2	B-B	69,150	230,500	1949	
D-10	3322-3324	WAB 322-324	1000	Alco-GE	S4	B-B	69,150	230,500	1953	
D-10	—-	WAB 325	1000	Alco-GE	S2	B-B	57,500	230,000	1942	9, 21
D-10	—-	WAB 347	1000	GM-EMD	NW2	B-B	62,100	248,540	1940	12
D-10	3348	WAB 348	1000	GM-EMD	NW2	B-B	62,100	248,540	1940	12
D-10	3349	WAB 349	1000	GM-EMD	NW2	B-B	62,100	248,540	1941	12
D-10	3350	WAB 350	1000	GM-EMD	NW2	B-B	73,500	244,990	1946	30
D-10	3351-3352	WAB 351-352	1000	GM-EMD	NW2	B-B	73,500	246,620	1949	
D-10	—-	WAB 353	1000	GM-EMD	NW2	B-B	61,000	243,500	1948	31
D-12	3355-3362	WAB 355-362	1200	GM-EMD	SW7	B-B	72,990	246,580	1950	
D-12	3363-3366	WAB 363-366	1200	GM-EMD	SW9	B-B	72,990	246,580	1951	
D-12	3367-3371	WAB 367-371	1200	GM-EMD	SW9	B-B	72,990	246,500	1952	
D-12	3372-3374	WAB 372-374	1200	GM-EMD	SW9	B-B	72,990	246,500	1953	
D-12	3375-3378	WAB 375-378	1200	GM-EMD	SW1200	B-B	72,990	246,500	1954	
D-12	3379	WAB 379	1200	GM-EMD	SW1200	B-B	72,990	246,500	1957	
D-10	3380-3381	WAB 380-381	1000	FM	ALT 100.6a	B-B	72,270	240,900	1946	45
D-10	3382-3383	WAB 382-383	1000	FM	ALT 100.6a	B-B	72,270	244,300	1949	45
D-12	3384-3386	WAB 384-386	1200	FM	H12-44	B-B	72,270	244,370	1953	
D-10	—-	WAB 400	1000	LH	Yd. Sw.	B-B	70,810	239,410	1949	21, 32
D-12	—-	WAB 401-406	1200	LH	Yd. Sw.	B-B	73,360	247,900	1950	21, 33
D-12	—-	WAB 407	1200	LH	Yd. Sw.	B-B	71,140	240,510	1950	21, 33
D-12	—-	WAB 408-411	1200	LH	Yd. Sw.	B-B	72,930	246,480	1950	21, 33
D-15	3450-3452	WAB 450-452	1500	GM-EMD	GP7	B-B	70,160	237,350	1950	
D-15	3453	WAB 453	1500	GMD	GP7	B-B	73,120	252,835	1951	
D-15	3454-3458	WAB 454-458	1500	GM-EMD	GP7	B-B	73,120	252,835	1951	5, 29
D-15	3459-3462	WAB 459-462	1500	GM-EMD	GP7	B-B	70,160	237,350	1951	29
D-15	3463	WAB 463	1500	GM-EMD	GP7	B-B	70,160	237,350	1951	
D-15	3464	WAB 464	1500	GM-EMD	GP7	B-B	73,120	252,835	1952	
D-15	3465-3473	WAB 465-473	1500	GM-EMD	GP7	B-B	70,160	237,350	1952	
D-15	3474	WAB 474	1500	GM-EMD	GP7	B-B	73,120	252,835	1952	

Former RR Class	Road Numbers	Former Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
D-15	3475-3478	WAB 475-478	1500	GM-EMD	GP7	B-B	70,160	237,350	1952	
D-15	3479-3482	WAB 479-482	1500	GM-EMD	GP7	B-B	73,120	252,835	1953	45
D-15	3483	WAB 483	1500	GM-EMD	GP7	B-B	70,160	237,350	1953	
D-17	3484-3489	WAB 484-489	1750	GM-EMD	GP9	B-B	73,120	252,835	1954	
D-17	3490-3491	WAB 490-491	1750	GM-EMD	GP9	B-B	72,960	246,820	1956	
D-17	3492	WAB 492	1750	GM-EMD	GP9	B-B	72,960	246,820	1956	
D-17	3493-3495	WAB 493-495	1750	GM-EMD	GP9	B-B	72,480	254,940	1956	
D-25	3515	——	2500	GE	U25B	B-B	66,690	266,760	1965	
D-25	3516	WAB 509	2500	GE	U25B	B-B	66,690	266,760	1962	39
D-25	3517-3518	WAB 504, 503	2500	GE	U25B	B-B	66,690	266,760	1962	39
D-25	3519	WAB 513	2500	GE	U25B	B-B	66,690	266,760	1962	39
D-25	3520	WAB 502	2500	GE	U25B	B-B	66,690	266,760	1962	39
D-25	3521-3523	WAB 508, 501, 507	2500	GE	U25B	B-B	66,690	266,760	1962	39
D-25	3524	WAB 505	2500	GE	U25B	B-B	66,690	266,760	1962	39
D-25	3525-3526	WAB 510, 506	2500	GE	U25B	B-B	66,690	266,760	1962	39
D-25	3527	WAB 513	2500	GE	U25B	B-B	66,690	266,760	1962	39
D-25	3528, ——	WAB 511-512	2500	GE	U25B	B-B	66,690	266,760	1962	29, 39
D-25	3529	WAB 500	2500	GE	U25B	B-B	66,690	266,760	1962	39
D-25	3540-3547	WAB 540-547	2500	GM-EMD	GP35	B-B	64,600	258,400	1964	
D-24	——	WAB 550-551	2400	FM	H24-66	C-C	107,830	378,400	1954	34
D-48	——	WAB 552, 552A-554, 554A	2400	FM	H24-66	C-C	108,720	315,715	1956	35
D-23	3592-3597	WAB 592-597	2350	FM	H24-66	C-C	93,750	375,000	1956	35
D-23	3598-3599	WAB 598-599	2350	FM	H24-66	C-C	93,750	375,000	1954	34
D-15	——	WAB 600-607	1500	GM-EMD	F7B	B-B	67,910	231,460	1949	21, 36
D-15	——	WAB 608	1500	GM-EMD	F7B	B-B	67,350	229,290	1950	21, 36
D-15	——	WAB 609-624	1500	GM-EMD	F7A	B-B	67,910	231,460	1949	21, 37
D-15	——	WAB 625-656	1500	GM-EMD	F7A	B-B	67,910	231,460	1950	21, 29, 37
D-15	3657-3676	WAB 657-676	1500	GMD	F7A	B-B	67,265	229,000	1950-1	5, 37
D-15	3677-3700	WAB 677-700	1500	GM-EMD	F7A	B-B	67,210	228,800	1951	5, 29, 37
D-15	3701-3712	WAB 701-712	1500	GM-EMD	F7A	B-B	67,210	228,800	1952	5, 37
D-15	3713-3720	WAB 713-720	1500	GM-EMD	F7A	B-B	67,210	228,800	1952	5, 37
D-15	3721-3724	WAB 721-724	1500	GM-EMD	F7A	B-B	67,210	228,800	1953	5, 37
D-15	3725-3726	WAB 725-726	1500	GMD	F7A	B-B	67,265	229,000	1953	37
D-15	——	WAB 800	1500	Alco-GE	FB-1	B-B	67,450	231,775	1949	39
D-15	——	WAB 801-803	1500	Alco-GE	FB-1	B-B	67,450	231,775	1949	39
D-15	——	WAB 804	1500	Alco-GE	FB-1	B-B	67,450	231,775	1949	39
D-15	——	WAB 805-806	1500	Alco-GE	FA-1	B-B	67,450	231,775	1949	39
D-15	——	WAB 807-814	1500	Alco-GE	FA-1	B-B	67,450	231,775	1949	39
D-16	——	WAB 820, 822	1600	Alco-GE	FA-2	B-B	71,460	243,270	1950	40
D-16	——	WAB 821, 823	1600	Alco-GE	FA-2	B-B	71,460	243,270	1950	40
D-22	3800	WAB 1000 (2nd)	2250	GM-EMD	E8A	A1A-A1A	56,960	304,225	1951	5
D-20	——	WAB 1001	2000	GM-EMD	E7A	A1A-A1A	62,025	309,710	1947	21
D-20	——	WAB 1002	2000	GM-EMD	E7A	A1A-A1A	62,334	315,715	1949	21
D-22	3803-3808	WAB 1003-1008	2250	GM-EMD	E8A	A1A-A1A	63,794	331,255	1949	5
D-22	3809-3813	WAB 1009-1013	2250	GM-EMD	E8A	A1A-A1A	56,960	304,225	1951	5, 29
D-22	3814-3815	WAB 1014-1015	2250	GM-EMD	E8A	A1A-A1A	63,510	337,570	1953	5, 29
D-20	——	WAB 1016	2000	GM-EMD	E7A	A1A-A1A	62,025	309,710	1947	21, 41
D-20	——	WAB 1017	2000	GM-EMD	E7A	A1A-A1A	62,334	315,715	1946	21, 42
D-20	——	WAB 1050-1053	2000	Alco-GE	PA-2	A1A-A1A	59,972	309,110	1949	21, 43
D-24	3900-3906	WAB B900-B906	2400	Alco Pr.	DL-640A	B-B	64,075	256,300	1964	5

Norfolk & Western Roster Notes

Roster is based on data from N&W's gen. mgr. motive power and equipment, George R. Silcott, Striegel Supply & Equipment's president, Granite City Steel's assistant to director of purchases, Granite City Steel's director of traffic, CNJ's asst. gen. mgr.—mechanical, Green River Steel's traffic mgr., NF&D's gen. mgr., Peabody Coal's asst. director public relations, B&HS's president, TSU Railway, AC&Y's supervisor of locomotives, CW's vice pres. and gen. mgr., P&BR's master mechanic, PC's gen. mechanical supt.—locomotives, K&T's president, N&W's mgr. public relations. It is accurate as of Dec. 17, 1968.

Abbreviations used: P&WV, Pittsburgh & West Virginia RR.; VGN, Virginian Ry.; WSSB, Winston Salem Southbound RR.; NKP, New York, Chicago & St. Louis RR.; WAB, Wabash RR.; Alco Pr., Alco Products; BLHW, Baldwin-Lima-Hamilton-Westinghouse; FM, Fairbanks Morse; GE, General Electric Co.; GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric Co.; BW, Baldwin-Westinghouse; LH, Lima-Hamilton; Alco, American Locomotive Co.; GM-EMC, General Motors-Electro Motive Corp.; GMD, General Motors Diesel Ltd.

(1) 40-41 were sold to Chesapeake Western (7/63, 10/64), renumbered 10-11.

(2) P&W 30 was sold to Patapsco & Back Rivers, renumbered 355.

(3) P&WV 40 sold to the Pennsylvania, renumbered 8114 (7/1/63), then renumbered PRR 6977 (8/18/66), then Penn Central 6977. Scrapped by PC 5/7/68 after being retired by PRR 9/5/67.

(4) P&WV units 50-52 no longer on N&W roster. We dont know if these units were transferred to N&W.

(5) The following N&W units, disposition unknown to us, are no longer on roster: 53, 55-56, 58, 349, 383, 946, 2026-2027, 2030-2031, 2034, 2037, 2039-2040, 2043, 2044-2045, 2125-2126, 2128-2132, 2357, 2407, 2424, 2448-2453, 2537, 2549, 2553, 3457, 3663-3665, 3668-3670, 3672-3676, 3677-3688, 3691-3696, 3698-3702, 3704, 3707-3708, 3710, 3713, 3724, 3800, 3803, 3804-3807, 3809-3812.

(6) 67-69 sold to Akron, Canton & Youngstown, renumbered 508, 506-507.

(7) VGN 6 was originally New York, New Haven & Hartford 0806, then Washburn Wire Co. 506 (8/53), then R.C. Stanhope (no number), then VGN 6, then Eastern Gas & Fuel Associates ?. We have no info. on further disposition of this unit.

(8) 124 retired 10/62. VGN 23, 28 rebuilt by FM, renumbered VGN 48-49.

(9) NKP 1, 6 sold to AC&Y, renumbered 104-105, and 104-105 were traded to GM-EMD for new AC&Y power. NKP 3 sold to Streigel Equipment Co., scrapped (1/68). NKP 4 sold to Medusa Portland Cement Co., renumbered 10 (1964). NKP 5 sold to Wabash, renumbered 325. NKP 2 sold to Kentucky & Tennessee, is being used for parts.

(10) NKP 7-10, 90, 100-101, 305-312 were sold, prior to merger, to company unknown to us.

(11) 2032, 2038, 2042 sold to AC&Y, renumbered 106-108, and 106 was resold to N&W for retiring (probably trade in).

(12) NKP 95-98 were originally Wheeling & Lake Erie D1-D4, then NKP 95-98, then WAB 347-349, Des Moines Union 5. WAB 347 then became DMU 6. WAB 348-349 became N&W 3348-3349, and 3349 was sold to Celanese (10/66).

(13) NKP 180-190 were traded to Alco Pr. for 865-875.

(14) NKP 320-321 rebuilt by Alco Pr. (1959), reclassed BARS-16a. NKP 322-323 rebuilt by GM-EMD (1959), reclassed BERS-16a.

(15) NKP 507 traded to GM-EMD for 910.

(16) NKP 559 traded to Alco Pr. for 578.

(17) 2558, 2560-2562 sold to Norfolk, Franklin & Danville, renumbered 201-204.

(18) WAB 1 was originally DMU 1, then WAB 1; scrapped in 1964.

(19) WAB 2 was originally N.J., Indiana & Illinois 1; then WAB 2 (1961); was disposed of before merger.

(20) WAB 51 sold to Andrew Merrilles Equipment Co. (1961) and leased to Lake Ontario Steel Co.

(21) WAB 100, 111, 150-152, 154-155, 157, 300, 302-303, 305-319, 325, 400-411, 600, 602-613, 615-619, 621-656, 1001-1002, 1016-1017, 1050-1053 were sold prior to merger to company unknown to us.

(22) WAB 101 was sold to Peabody Coal Co. (1961), renumbered 101, while 102-103 were sold to Bonhomie & Hattiesburg Southern (1961), renumbered 2, 1.

(23) WAB 104 sold to Peabody Coal Co. (1961), renumbered 104.

(24) WAB 105, 108 were sold to Tulsa-Sapulpa Union, renumbered 105, 108.

(25) WAB 106-107 sold to Granite City Steel Co. (1961), renumbered 106, 602.

(26) WAB 153 sold to Precision Engineer; then to Green River Steel, renumbered 153.

(27) WAB 156, 158-159 sold to Birmingham Rail & Locomotive (1962).

(28) WAB 200 sold to Lake Erie & Fort Wayne (1965), renumbered 1.

(29) The following WAB units were scrapped: 201-202, 301, 304, 454, 460, 512, 642, 1172A, B902, 1013-1014.

(30) 3350 sold to Des Moines Union, renumbered 7.

(31) WAB 353 was originally Indiana Northern 100, then NJI&I 2; then leased to WAB, renumbered 353; then returned to NJI&I as No. 2.

(32) WAB 400, 407, originally LH demonstrators 1002-1003, were rerated to 1200 hp.

(33) WAB 401-411 were re-engined by WAB, using Alco engines from WAB 800-814.

(34) WAB 550-551 were originally FM demonstrators TM-1 and TM-2, then WAB 550-551. WAB 550-551 were rebuilt by Alco Pr., renumbered WAB 598-599 (1964), then N&W 3598-3599.

(35) WAB 552A-554A renumbered WAB 555-557. WAB 552-57 rebuilt by Alco Pr., renumbered WAB 592-597; then N&W 3592-3597.

(36) WAB 600-608 were originally WAB 1100B-1108B, then WAB 600-608. WAB 601 sold to Ann Arbor, traded to GM-EMD for new AA power.

(37) WAB 609-626 were originally WAB 1100, 1100A-1108, 1108A, then WAB 609-626. WAB 627-726 were originally numbered WAB 1140, 1140A-1189, 1189A; then WAB 627-726. WAB 614, 620, 713 sold to AA, traded to GM-EMD for new AA power. 3689-3690, 3697, 3703, 3705, 3712, 3714-3715, 3717-3718 leased to Jersey Central and were supposed to be renumbered 20-29, but aren't now.

(38) 2020 sold to Granite City Steel, renumbered 1000.

(39) WAB 800-814 were originally numbered WAB 1200B-1204B, 1200, 1200A-1204, 1204A; then WAB 800-814. They were traded to GE for WAB 500-514.

(40) WAB 820-823 were originally Ann Arbor 52A, 55A, 50A, 55, then WAB 820-823. They were then leased to NJI&I, numbered 820-823, and were traded to Alco Pr. 9/65 for new N&W power.

(41) WAB 1016 was originally WAB 1001A, then WAB 1016.

(42) WAB 1017 was originally WAB 1000 (1st), then WAB 1002A, then WAB 1017.

(43) WAB 1050-1053 were originally WAB 1020, 1020A-1021, 1021A.

(44) 151, 157, 160-161, 166 were traded to Alco Pr. 2-3/67 for new power.

(45) N&W units scrapped: 509, 3380-3381, 3383, 3482.

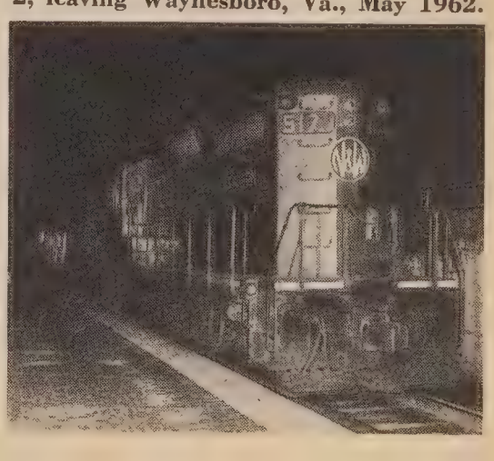
(46) 2025, 2029, 2033, 2035, 2036, 2041 sold to Geo. R. Silcott. 2025 sold to Alpha Portland Cement, renumbered 2025; now held for spare parts. 2029, 2033, 2035 sold to Becker Sand & Gravel. 2036 sold to Western Energy Co., subsidiary of Montana Power Co. 2030 sold to Board of Water & Light (Lansing, Mich.), renumbered 198. 2041 sold to Kansas City Power & Light.

(47) 1000-1006 were ordered as WAB 582-589 but delivered at N&W 1000-1006.

(48) 301-302, 304 were retired 7/64.

(49) 774 was retired 3/65.

Light glistens off the flanks of train No. 2, leaving Waynesboro, Va., May 1962.



STEVE MAGUIRE'S

TRANSIT TOPICS

Portuguese trolley No. 172 from Porto faces an odd visitor on its line. The unusual occasion is the East Broad Top's annual "Winter Spectacular" on February 22nd at Rockhill Furnace, Pa. Railfans braved the elements to ride both.
Dan Fink, Rte. 1, Mt. Morris, N.Y.

SAN FRANCISCO'S latest mass-transit plans includes retention of 3 of its 5 remaining streetcar lines, to run on the upper level of the Bay Area Rapid Transit subway now being built for surface operation, Harre W. Demoro reports in the *Oakland Tribune*. The city has rejected plans approved by voters in 1962 which would have rerouted all 5 of the existing Municipal Railway trolley lines into the subway, but retaining the trolleys.

Steve Maguire

Instead, streetcar routes J and K will be converted to bus, while the most heavily patronized routes, M, N, and L, will probably be modernized with new fast cars built in the U.S.A. but similar to Germany's Duwag cars. When the new subway is opened, Muni must be ready with new surface equipment, as its present PCC cars, none of which date later than 1952, are too old.

What San Francisco does with its streetcar system is important to Eastbay area transit riders and taxpayers. Muni rail cars will run through the downtown section in a subway being financed by BART, partially with Eastbay taxes.

As called for in the 1962 plan, BART is building a two-level subway under Market Street from Davis Street near the Ferry Building to the vicinity of 8th Street, at the western edge of the business district. BART trains will enter the lower level from the Transbay tube. At 8th Street the BART trains will veer over to a subway under Mission Street.

Muni streetcars will use the upper level downtown. West of 8th Street they will continue under Market Street in a one-level subway being built at BART expense. This subway will take the cars to the existing Twin Peaks Tunnel. The two-mile tunnel will be retained and extended a short distance.

BART is now asking for bids on 250 new cars. If Muni goes ahead with its plans for new surface-line cars, its example may be followed by other cities with similar limited tramline-type operation—Boston, Philadelphia, Cleveland, and maybe even Pittsburgh.

SUCCESS of Cleveland Transit System's extension to Hopkins Airport has resulted in loss of seats for many regular riders of the rapid transit system, according to Al Kleinsmith of that city. Besides the 4,000 or so more daily riders, the problem of crowded trains is worsened by turning and switching trains on the West Side, although it has been eased somewhat by opening the new Brookpark storage yards and the

Tokyo, Japan's Ginza area streetcars (shown here) were withdrawn last October. Route No. 9, connecting Ginza, Roppongi, and Shibuya stations now uses "stink buggies" instead. Conductors made change but did not personally collect fares.
Wally Eakins, Far East Network, Box 83, APO San Francisco 96267.

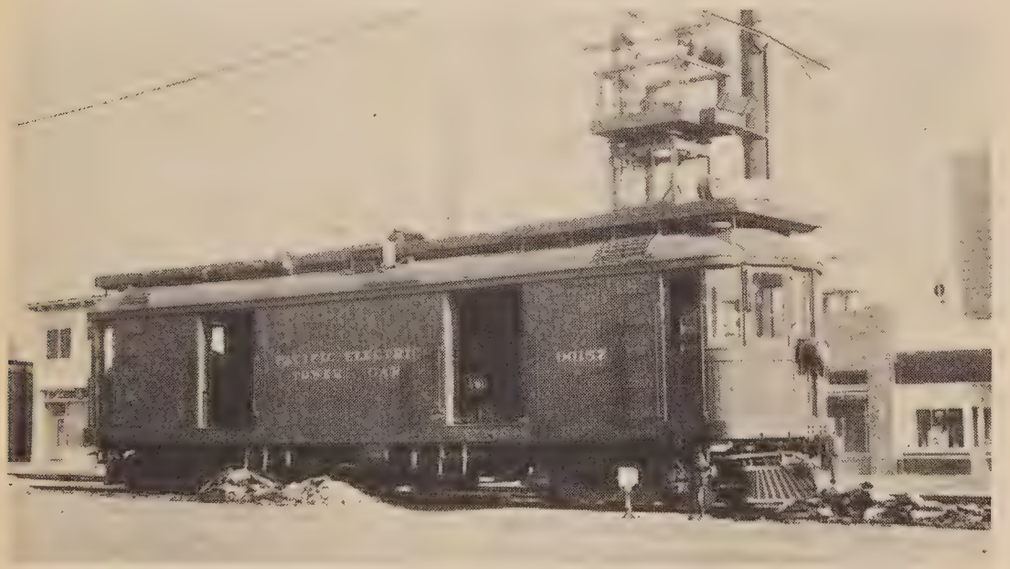
Philadelphia Rapid Transit car No. 2043, pictured over a half decade ago. Note the old carbarn and antique trucks.
All photos this page from Steve Maguire collection.

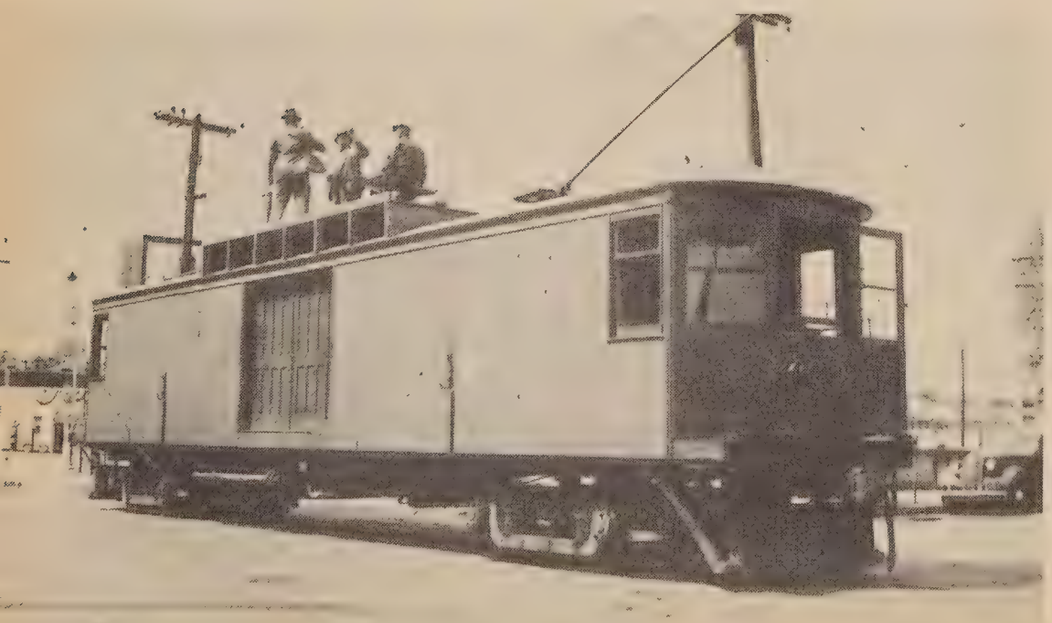
new automated signals. CTS needs 10 additional rapid transit cars at a cost of $262,500 each, which is $87,500 more than was paid for the new Airporter cars in 1967.

CHICAGO city planners want to extend by 7 miles to O'Hare International Airport the rapid transit line now being built in the median strip of Kennedy Expressway as far as the Chicago & North Western's Jefferson Park station. But such an extension would be opposed by C&NW, which only in recent years has made its commuter service profitable, comments Alex Darragh.

NEW YORK police telephoned the principal of Metropolitan Vocational High School the other day to protect the attendance record of student Harold Strano, saying he was justified in missing classes the previous day because he had pulled a teacher, Miss Karen Goldfarb, from beneath the wheels of a subway train. She had fallen from a station platform and several cars had passed over her as she lay, terrified, in the trough between the rails. Harold, on the platform, waited for the train to stop. Then, with other people holding his legs, lowered himself between the cars and pulled the 22-year-old girl to safety. Miss Goldfarb was taken to a hospital, not seriously hurt. A bit shaken, Harold went home. Later, he asked the police tell his school principal what had happened.

Overhead wires are being inspected and repaired on Pacific Electric car No. 00157 at Richardson, Calif., back in 1947. (Bottom photo) Trenton-Princeton Transportation workers in New Jersey are pictured handling a somewhat similar job in 1938.





ANOTHER interurban movie has been produced by Blackhawk Films, Eastin-Phelan Bldg., 1235 W. 5th St., Davenport, Iowa. 52808, covering the *Waterloo, Cedar Falls & Northern,* of Iowa, which last had passenger service some 15 years ago. Photographed by Vitaly V. Uzoff, the movie is available in black and white, 8mm or 16mm, sound or silent version. Although not up to the standard of *Cedar Rapids & Iowa City* (Blackhawk, 1968), it is really good.

CAPTION for J. P. Krzenski's photo of one of LIRR's new electric commuter cars (April issue) stated incorrectly that they were exhibited last fall "to help win approval for a large bond issue." No bond issue was involved at that time, the photographer tells us.

Queen Opens New Subway

LONDON'S new subway, publicized as "the world's most modern underground line," was opened March 7th, with Queen Elizabeth riding a subway train for the first time in 30 years. Photos show her, with a broad smile, looking out the operator's window in the first car. The Queen pushed the button that started the first train, commenting that her grandfather, King Edward VII, had done the same in 1890 when, as Prince of Wales, he dedicated an earlier subway. She also recalled the last previous time she rode a subway train, at age 13.

Queen Elizabeth, dressed in a mink coat and a turban-style hat and carrying a black patent-leather pocketbook, entered the new train at Green Park station for a ride to the next stop, Oxford Circus. After inspecting that place, she caught another train to Victoria station, where her limousine was waiting for the return to Buckingham Palace.

A slight embarrassment marred the ceremony. As the Queen arrived at Green Park station, her equerry handed her a sixpence—the sovereign never carries money. The automatic machine rejected the coin. He produced another. It was returned—like the first, too worn. Finally, a London Transport officer supplied a third sixpence, and the royal guest got her ticket.

Smiling, she began a speech, saying that the new line represented a great effort that "will mean much to Londoners and visitors to London."

Costing $170 million, the Victoria subway, 70 feet below London's streets, was begun six years ago. The section dedicated in March was completed on schedule. This section runs 10½ miles from Walthamstow in the north to Victoria Station in the south and is the first new subway in Central London since 1909. With this and other improvements, authorities expect to lessen the traffic jams by continuing to entice riders onto public transportation—now 254 miles of subway and 7,000 buses.

Londoners are proud of their subways. Oh, yes, they grumble about the overcrowded rush-hour trains, the cigarette butts that litter the floor of smoking cars and the early halt in service, usually just after midnight; but more than two million people ride the city's underground lines every day. They can take short trips for the equivalent of five cents or board the Central Line and, for the equivalent of 98 cents, go 32 miles without getting off.

Differing from trains on the Circle Metropolitan, Piccadilly, and other lines in the publicly-owned system, the unpainted aluminum trains of the new Victoria Line are automatically driven. Only one crew member is aboard, sitting in the front driving cab, to take over if necessary.

The operator can speak to passengers through a loudspeaker system. He knows when to close the train doors by watching a closed-circuit television screen that provides a view of the entire platform.

Surprisingly enough, the London Transport Board, which runs the subway, encountered virtually no trouble with the labor unions when it switched over to automatic operation.

Other Overseas News

TWO German cities, Frankfurt and Koln (Cologne), opened new subways last October, reports *Modern Tramway*, monthly organ of the Light Railway Transport League, 14 Cudlow Ave., Rustington, Sussex, England. The Frankfurt underground line is served by rapid transit cars as well as trams, with Duwag tramcars running underground in downtown areas. The latter also run on surface tracks.

Operators of the *Duisburger Verkehersgesellschaft*, that runs the tramway system in Duisburg, Germany, announced plans for upgrading the surface operation into a rapid transit system. Duisburg has nearly 50 miles of surface line tracks, one third of which is already on private right-of-way, separated from street traffic.

COMMENTS on Europe come from Bay Area railfan Charles Tidwell, following a month's tour that was aided considerably by a Eurailpass. Charles thinks that all forms of rail passenger transport, which he found, especially in Germany, are "years ahead of the United States."

"In the German and Communist countries," he says, " urban passenger transport is approached with no trace of sentimentality. It is common to have some lines abandoned and others extended in the same cities at the same time. The most interesting line I rode was the *ED* in Rome, a circular route taking about an hour and passing many historical points of interest. It is the only Roman line using articulated cars and apparently the only one likely to be operating on the streets in the future. During the four days I was in Czechoslovakia, I noticed that most of the big red stars which once appeared on trolleys and buses had disappeared."

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

ANOTHER trolley that once ran in New York on the Third Avenue Railway may be sent to a museum line for preservation. Vienna tramcar 4225, formerly TARS 674, will be shipped to the Crich museum in Derbyshire, England, in October if negotiations now under way between the Tramway Museum and *Wiener Stadtwerke Verkhersbetriebe* succeed. If so, it would be the second TARS trolley of its type to be saved. Two years ago Vienna car 4239 went to the Branford, Conn., museum, where it now operates. ●

THOUSAND ISLANDS TROLLEY LINE

by Stephen D. Maguire

FOR SOME unexplained reason, the old Rome, Watertown & Ogdensburg never built a branch line into Alexandria Bay, N.Y., on the St. Lawrence River in the Thousand Islands vacation resort area. Horsedrawn hacks carried travelers over the dirt road between that town and the RW&O depot at Redwood, 7½ miles away. But on August 17, 1902, local residents were delighted to see a rail route linking those two points completed and put into operation by the St. Lawrence International Railroad & Land Co., and the first trip took 24 minutes.

The company also supplied electricity to Alexandria Bay. Incorporated May 1, 1900, it acquired a franchise the following February 6th to build and operate an electric railway for passenger, mail, and freight service. Backing the project were B. B. Taggart, Charles H. Remington, and Jason Ames. The power plant and car barn in Alexandria Bay were located in a stone building used today by the Niagara-Mohawk Power Corporation.

There were no villages and only a few road crossings along the line, so the company installed a system of five zones with five cents fare in each. The equipment included two open passenger cars, Nos. 1 and 2, each with 15 benches and equipped with four 37-hp. motors, both bought in 1902. Also a closed passenger-baggage car, No. 3, bought in 1902; an express car to haul baggage and freight (that service didn't last long; neither did the car); and a snowplow, No. 7, bought from Russell in 1910. One of the open cars was rebuilt in 1911 to a California type, part open and part closed, to be used in all kinds of weather.

Pat Gallagher of Watertown was the first motorman, William Grappots of Redwood the first conductor. Other conductors over the years included Howard Scott, Mike Cobey, Frank Hess, Harry Sibley, and C. R. and Fred Springer. The first superintendent, R. H. Jennings, was succeeded in 1908 by Herbert D. Martin, who held that post until the line folded up eight years later.

In October, 1905, a plank and several rocks were laid on the track in an obvious attempt to wreck the trolley at the foot of Gulf Hill, but motorman Harvey Wilson saw the obstruction in time to avert serious damage. Juvenile delinquents Sam Brown and Lizzie Hughes, arrested nearby, were put on trial but were cleared for lack of evidence.

The track from Alexandria Bay led

St. Lawrence International RR. & Land Co. car No. 2 at outskirts of Alexandria Bay. It was the line's only closed car. All pix this page from Richard Palmer.

St. Lawrence snowplow No. 7 ran between Alexandria Bay and Redwood in 1911.

upward to the section of town known as Church Hill, from which it ran both up and down the rest of the way to Redwood, with some steep grades. In 1910 the company received permission to discontinue winter service to the top of Church Hill because of the hazards of starting and operating on a hill covered with ice and snow. The winter of 1911-'12 was so severe that for weeks no car ran on any part of the line, but late in February irregular service was restored. The *Alexandria Sun* of February 29th stated:

"The storm of last week completely cut off Alexandria Bay from all mail communications and passenger traffic for several days. On Wednesday evening it was necessary to use the snowplow to enable the trolley to return to the Bay by 10 p.m. On Thursday, with the snow continuing to fall and all steam roads tied up, Supt. Martin did not endeavor to open the road to Redwood. Starting out Friday morning with his snow-fighting outfit, he succeeded in nearly reaching Redwood on Saturday morning. With difficulty the schedule between Alexandria Bay and Redwood was maintained during the following several days, the road and cuts through the high snowbanks being continually blocked by snow."

Meanwhile, the increasing use of automobiles was giving the rail line serious competition. Fewer and fewer people rode the trolleys. Yet the company managed to make money for most of its existence, due in part to deferring the maintenance of its right-of-way. The line came only within a few hundred yards of the RW&O depot at Redwood, instead of actually connecting. After the New York Central had taken over the RW&O, Superintendent Martin of the electric line began building a spur to cover the gap; but by that time motor trucks were monopolizing the freight business, and the project died.

By 1916 the St. Lawrence International Railroad & Land Co. was in trouble, having failed to pay its bondholders. It was sold at a foreclosure sale August 10th, with the power operation going to the Northern New York Utilities Corp. and the electric railroad, which had already been divorced from the power company, sold to Hurwitz Bros., a scrap iron and metal firm of Syracuse, N.Y.

In its last years the trolley line had been badly neglected and the track needed a complete rebuilding. Many riders had complained about the condition of the track and cars and the general unreliability of the service. So it was not surprising that the service ended in late summer of 1916. The old trolleys were sold, minus motors and trucks, to campers at nearby Millside Lake, being taken to the lake and skidded over the ice to their new locations on the far side. Possibly they are still there.

Much of the material for this story came from Richard F. Palmer and Felix E. Reifschneider. Your author wants to hear from anyone else having information on the Thousand Islands trolley line of long ago.

Open-sided car No. 1 was popular with seasonal tourists of Thousand Islands.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***A friend who visited Japan tells me that the Japanese National Railways hire men for the sole purpose of shoving passengers into overcrowded trains by sheer force. Is that true?***

Yes. Japan's economy is literally getting a push from behind. Its railways employ a total of 2,577 able-bodied young men to shove people into commuter trains. These men, according to the Kyodo News Service, perform their "supreme duty" by "lowering their heads slightly like bulls confronting a matador in a ring" and springing at passengers from behind to push them into the coach, "which is already bulging with passengers three times the fixed capacity."

2 ***Did the Chesapeake & Ohio ever use four-truck Shays?***

Yes. C&O began buying them in Nov. 1903 and acquired a total of 16, numbered 1-15 and 20. These Shays ran on the Cabin Creek subdivision branches, chiefly on steep grades of the Seng Creek branch. They also saw service on Rend subdivision across the river from Thurmond, W. Va. The first 15 were retired in 1923. No. 20 was sold in Aug. '28; it ran 13 months.

3 ***Which is the world's longest bridge or viaduct?***

Southern Pacific's Great Salt Lake pile trestle on the Lucin Cutoff in Utah, opened in 1904, was 62,605 feet long. It consisted of 46,450 feet of single track, 14,925 feet of double track, and 1,230 feet of triple track, but the trestle has since been filled in.

4 ***Did the Norfolk & Western scrap its last class J passenger engine?***

No. The last remaining 4-8-4, No. 611, is now on display in Roanoke, Va. Rumor has it that she will be fixed up for fantrips in a few years. We hope so.

5 ***Do any roads still use BL2 diesels?***

Yes. EMD built 58 such engines. The Bangor & Aroostook had 7; Boston & Maine, 4; Chesapeake & Ohio, 4; Chicago & Eastern Illinois, 2; Florida East Coast, 6; Monon, 9; Missouri Pacific, 8; Rock Island, 5, and Western Maryland, 2. The only ones we know of still in service are on the BAR, MON, RI, and WM.

6 ***When did the Milwaukee Road change its passenger equipment colors from orange and maroon to the Union Pacific colors of yellow and gray?***

Until 1955, all Milwaukee Road lightweight passenger cars were painted in the *Hiawatha* colors of maroon and orange. In 1955, when the road assumed operation east of Omaha of the *City* streamliners, some cars were repainted the UP colors of yellow, red, and gray for inclusion in the *City* trains as the Milwaukee Road's proportionate representation in those consists. When the *Olympian Hiawatha* was discontinued, some of *its* equipment was reassigned to the *City* trains and painted UP colors. The railroad decided to maintain two different color schemes on its trains. The logical thing to do was to paint all of its cars UP colors to enable any of them to be assigned to the *City* trains if needed, and this was gradually done. Some heavyweight head-end cars and commuter coaches were left maroon-and-orange; these were soon substantially superseded by the bi-level cars which have always been a flat silver. Bob Wayner supplied this answer.

7 ***Why aren't builder's numbers consecutive for locomotives of the same class with consecutive road numbers?***

Because locomotive builders are filling orders for several roads simultaneously and each engine is in various stages of construction. A loco gets its builder's plate number upon completion and as each finished engine comes out of the erecting hall, it receives its number in that order. Furthermore, locos in a single batch are not necessarily completed in numerical road number order.

8 ***Isn't the idea of merging railroads a very old story?***

Yes, indeed; the big roads are composed of many small ones. For example, the great 10,500-mile Milwaukee Road, which is hoping soon to be consolidated with the Chicago & North Western, was formed by more than 120 minor railroad companies in its 121-year history, an average of one additional road each year. If and when there is a merged Milwaukee-C&NW it

Photograph by Robert J. Keller

The Boston & Maine used to operate four BL2 EMD diesels, including this one.

will be a subsidiary of Northwest Industries, Inc., a holding company created in 1967 by the C&NW, which already operates a major apparel-maker and two chemical concerns as well as rail service. Diversification is a fairly modern trend in the railroad industry. It is based on the old maxim, "Don't put all your eggs into one basket."

9 ***Why do some roads like the New Haven have their parlor cars on the front end of trains while others, like the Milwaukee and Southern Pacific have them on the rear?***

Most roads do, indeed, carry the parlor cars at the rear, but the New Haven and the Pennsy have been exceptions because many New York-Boston and New York-Washington trains are not turned at their terminals and therefore the parlor cars are always at one end—the end nearest Boston on the New Haven, and the end nearest Washington on the Pennsy.

10 ***How long has the Chicago & North Western had green and yellow for its passenger car colors?***

The North Western has used a green and yellow color scheme of its de luxe trains since about 1910. Dubin's book *Some Classic Trains* confirms this.

11 **(a)** ***I know there used to be a train called the*** **Pennsylvania Special.** ***Was there ever a California Special?*** **(b)** ***Do you know of any other train bearing a state's name coupled with the word*** **Special?**

(a) Yes. The Santa Fe operated it between Texas and California. Its westbound version was called *The Texan.* These were not through trains, since the Texas-California cars ran under 5 or 6 train-numbers between terminals, so there was a lot of switching to do from one consist to another at Temple, Clovis, and Barstow. These trains ran approximately from 1930 to the 1950's, but were never widely publicized like the *Super Chief* and *El Capitan.*

(b) No, but maybe some reader does.

12 ***Where can I find the old folksong*** **Midnight Special?**

Here is one version of it. There are many versions of this famous old Southern prison ballad, but they all share the plaintive chorus about a fabled train bringing freedom to some prisoners. If the light of the *Midnight Special* casts its beam on a man behind bars, that man would go free. Sometimes, even today, when a prisoner in a Dixie jail hears a train whistle, he hopes for a saving flash of light.

Let the *Midnight Special*
Shine her light on me.
Oh, let the *Midnight Special*
Shine her ever lovin' light on me.
Yonder comes Miss Judy.
How in the world do you know?
I know her by her apron and
The dress she wore,

A beautiful rustic scene on the narrow-gage Edaville line.
E.H. Brown, 402 W. Main St., Norwich, Conn. 06360

Umbrella on her shoulder,
Piece of paper in her hand.
She's goin' to the gov-nor,
Says, "I want my man."
Oh, let the *Midnight Special*
Shine her light on me.
Oh, let the *Midnight Special*
Shine her ever lovin' light on me.

Well, Judy said she loved me,
But I believe she told a lie,
'Cause she hasn't been to see me
Since the Fourth of July
She brought me little coffee,
She brought me little tea,
She brought me nearly everything
'Cept the thing I need.
Oh, let the *Midnight Special*
Shine her light on me.
Oh, let the *Midnight Special*
Shine her ever lovin' light on me.

13 ***I understand that steam engine No. 3033 of the National Railways of Mexico is expected to pull a train on a week-long fantrip. Is she being held in Mexico for stand-by service?***

No; the 500-ton Niagara type, built in 1946, was sold to railfan Thomas Irion, Sacramento, Calif., and will be placed on permanent display at the California Railway Museum in Rio Vista Junction, Solano County. Hopefully, the 3033 will be operated occasionally, according to a spokesman for the Bay Area Electric Railroad Association, owners of the non-profit museum, which operates old Bay Area trolleys on many weekends.

Running Extra

"Who can tell me about the Manufacturers Railway?" asks A. S. Bernoudy, Jr., 3201 Colorado Ave., Keener, La. 70062.

A list of all steam locomotives stored or displayed in Canada is wanted by J. Henderson, 10 Reynolds Rd., Glen Ridge, N.J. 07028.

"Who operates the trackage between Wendover Jct. and Cheyenne, Wyoming?" asks J. W. Lewis, 3134 E. Leffet Lane, Springfield, Ohio.

"I am doing a book on the International Railway and seeking pictures of the following trolleys," writes William R. Gordon, 811 Garrison Ave., Rochester, N.Y. 14609, "IRC's *Tantanca,* gen. manager's car No. 28, built in 1898 by Buffalo Ry. and *Electra* of Buffalo, Belleville & Lancaster."

"Who can give further details on the Mauch Chunk Switchback Railway in northeastern Pennsylvania, which consisted of 18 miles of 3½-foot-gage track and owned 10 passenger cars, four work cars, and no locomotives?" asks Art A. Crafts, 321 N. Firestone Blvd., Akron, Ohio 44301.

Information on the Colorado, Silver Springs & Cripple Creek District of more than 50 years ago is wanted by Ken Fraser, Cookshire, Que., Canada.

A Reading boxcar was seen recently with the slogan "Buy United States Saving Bonds" on its sides. This recalls the days of World War II, when it was common for cars and even locomotive tenders to sport such suggestions.

Data on the Indiana Harbor Belt steam power is wanted by H. Szydlocoski, 3942 Euclid Ave., East Chicago, Ind. 46312.

History of the Sylvania Central in Georgia is wanted by Jon Nelson, 9911 W. Broadview Drive, Bay Harbor Islands, Miami, Fla. 33154.

Info. on 1911 operations of the Alabama & Vicksburg is wanted by E. A. Hille, 224 Denison St., Little Rock, Ark. 72205.

"Help me locate artist C. D. Poage, who drew the famous picture 'At the Depot' in 1930," writes James G. Bogle, Colonel, USA Ret., 1749 Dyson Drive, N.E. Atlanta, Ga. 30307.

"Where can I find SP engineers George H. Lowe, Edward Lowe, and Ellis J. Guidry?" asks Michael Lowe, P.O. Box 167, Wharton, Texas 77488.

Communist China has completed her biggest bridge-building project in modern times. It is a double-decker railway and highway bridge with 22 arches across the Yangtze River at Nanking, a provincial capital.

Information and photos of Jersey Central's Broad Street Station (Newark) are sought by William F. Rapp, 430 Ivy Ave., Crete, Neb. 68333, who plans to do an article on it.

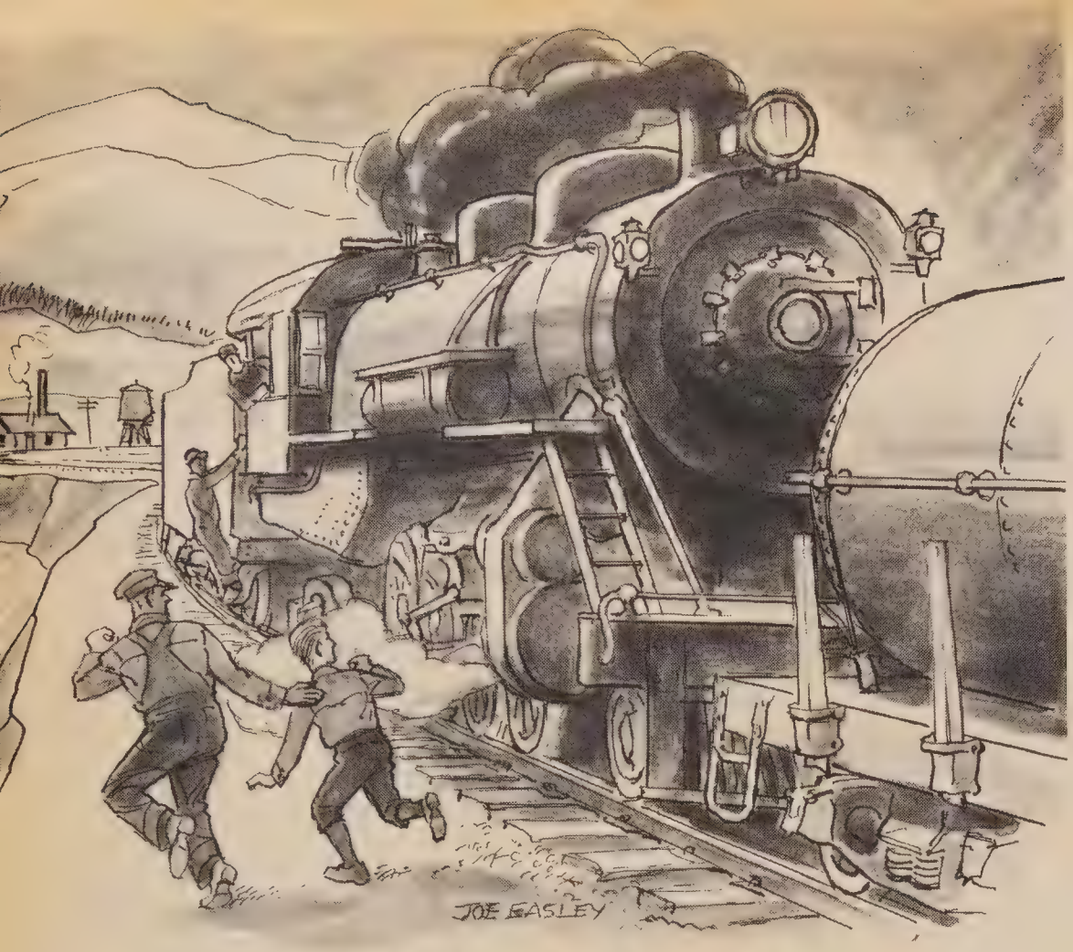
Facts about the wreck of Southern trains 1 and 2 at Bellmont, N.C., June 21, 1909, are wanted by Nocola Dechert, P.O. Box 689, Chicago, Ill. 60690. The Scurlock Amusement Co. may have been traveling on one of those trains. They featured a lady dressed in large bloomers and blouse who slid down a wire to the floor while hanging by her hair.

Commenting on an item in our March '69 department, Harold B. Olson, 921 Essex Ave., Linden, N.J. 07036, says: "The town of Tenino, Wash., was not named after a boxcar serving as the station there in 1878 whose numbers were 1090, but rather after a small tribe of Shahaktian Indians who formerly resided along the Deschutes River in that state. In 1855 they were placed in a reservation."

"In an old silent movie serial, *Hazards of Helen,* equipment is lettered SPLA&SL Railroad. I believe that stands for the San Pedro, Los Angeles & Salt Lake. Who can tell me anything about it?" writes Herbert Van Gieson, 85 Division St., Keyport, N.J. 07735.

"I recently noticed two newly-painted Canadian National boxcars with the 'wet noodle' herald and the road's name spelled Canad*ian*—and the French form Canad*ien*—National. What is the reason for non-standardized spelling?" asks T. C. Lightfoot, of 1061 Beverly Road, Jenkintown, Pa. 19046. (Canada is bi-lingual.)

Information on the Texas & Northern is wanted by Michael Lowe, P. O. Box 167, Wharton, Texas 77488.



High-Wheeler

by E. S. Dellinger

SLANTING sunlight flooded Malpai Pass where the steel of the Pacific Eastern climbs over the Great Divide. Not a needle moved nor a twig swayed on the pinon and juniper which stretched away over the hills as far as the eye could see.

Smoke belching out from the short stack of a great Mikado funneled straight up into a sky of deepest blue, every bark coming clear and distinct as George Hale maneuvered her skillfully up the slope leading fifty cars of dead freight. Hale was past middle age, tall, lean, and wiry. Long ago the boys had dubbed him "High-Wheeler," and the nickname stuck.

His big engine poked her stubby nose into the cut and shoved it on toward the gate of the passing track which hung like a saddle over the divide. Engineer, fireman, and head brakeman glanced at gold watches; and the runner read again the green tissue sheet firmly fastened to the clip board hanging on the boiler head before him:

"1st Number 8 eng. 3465 wait at Benson until 7:15 pm, Midhill 7:30 pm, Malpai 7:45 pm for extra 4608 west."

Hale's watch said 6:57. He snapped it into his overall pocket and laid a decisive hand on his throttle.

"Are we going up the main stem?" the brakeman queried.

"Not tonight, Shorty; we're headin' in."

"But we've got thirty-eight minutes to go down to Midhill"

"By the time we get rid of these damned cars we won't have twenty-eight—and even that ain't time enough. When I start down Malpai Hill, I want plenty of runnin' time and clearance."

The "damned cars" were a tank of water and a flat with a new motor car and several tons of track accessories billed to *D. Hale, section foreman, Malpai Pass.* Shorty Fleming winked knowingly at the fireman. Dave Hale was High-Wheeler's twin brother. Shorty climbed around the left cab window and went along the running board so he could drop off the pilot step and sprint for the switch.

The runner eased his throttle, cutting speed to five miles an hour. Shorty bent the iron and caught the cab step of the engine crawling by. The exhaust bark deepened and the long freight curved squealing into the siding.

Malpai Pass was not much of a town. Every mountain railroader knows its type. On the hogback which divided the waters flowing to the Gulf from those which tumbled down to the blue Pacific stood a dirty yellow station, with living quarters overhead. The operators stayed there when snow piled deep in the pass. Beyond the station, where the steel turned sharply down toward the steep grades of the Malpai, were the yellow section house with a board fence around it, and eight old boxcars strung out on crossties along the trackside for the section hands to live in. That night four red bunk cars were set in the spur track to house the gang of extra men come to help Dave Hale turn the steel on the upper hill.

Beyond the station was a short street, beginning at the tracks and ending a little way to the south where the new highway skirted the foot of Baldy peak. Along it stood a general store and two saloons, and a few cheap unpainted frame shacks, built for the loggers who cut timber for the lumber mills in a big town four miles to the east.

Pop's Place, a rough board shack with a big red sign on the false front, stood near the end of this street. Pop had been a Pacific Eastern freight conductor until he overlooked an order and brought two trains together in a "cornfield meet." Now he sold soft drinks, hot coffee, sandwiches, and fried chicken, and railroaded in memories. Stuck here at mealtime for meets with trains moving up and down the grades, railroaders went into Pop's Place to eat and to live with him the days when the road was new.

AS THE MIKE labored up to the crest and her nose tilted down toward the west, a little boy came out of the section house and sat on the fence which separated it from the threads of steel. He was seven years old. His feet were bare and his faded blue overalls were rolled halfway to his knees. High-Wheeler watched him until the engine hid him from sight.

The passing track was on the north side of the main, the spur on the south.

High-Wheeler pulled his train through to the west end and stopped clear of the main-line switch. The brakeman cut off the flat and the water car. Then he ran out on the main, shoved them into the spur, and coupled them into the four red bunk cars. Because this spur was on a one percent grade, Shorty set brakes on them and lined the derailing switch to keep them off the main line.

He signalled his engine into the passing track, coupled her into his train and, climbing through the cab, told the eagle-eye he was going over to Pop's Place for a feed.

"Are you coming in, too?" he asked.

"No," said High-Wheeler. "I brought a lunch out of Carbondale."

The fireboy, a student, grinned expectantly. "Is this the joint where you get the fried chicken I've been hearing about?"

"This is it."

"Well, if the hoghead will look after her till I get back, I'd like to go with you, Shorty."

"Sure," Hale said. "Go ahead!"

The fireman laid his gauntlets in his seatbox. Shorty lighted his red lantern and set the white one on the fireman's platform. High-Wheeler lifted the lid of his seat, brought out a chunk of clean cotton waste, thrust it into his hip pocket, and reached for his plug wrench and oilcan.

At that moment the gruff voice of the section boss came up from below: "Why in hell didn't you guys set that water car in against them bunks?"

"We set 'em out the way they was made up," Shorty flung back.

"Well, that ain't the way I want 'em. You're gonna switch that flat out and put the water car in against the bunks so my men can get the water out of it."

Shorty said he wasn't running a night local, and told the foreman that if he wanted the cars reshuffled he could do it himself or else have the office send a special engine out from terminal to do the job.

High-Wheeler ignored the argument. He sat still on his seat with his hard gray eyes fixed on the purple peaks through which the railway wound on its gradual descent to the steeper grades beyond the town of Benson.

At length the foreman laid down an ultimatum: "You cut off this engine and go in there and put that car where it belongs or I'll wire the superintendent and ask for a message to make you do it!"

George Hale did not take his eyes off the distant peaks, but knew by the sound of heavy feet crunching cinders that his brother had gone storming toward the office or his own abode.

When the steps died out, the brakeman turned into the deck and asked: "Shall we switch out that car or let 'er stay the way she's put?"

"I'm not the conductor," Hale replied, "but you'd better switch it. If you don't, he'll make you do it before you leave here."

"All right, hogger."

The engineer was cool. "Cut her off and let's go. If first Eight's on time, we'll go down to Midhill for the second one. Soon as you get rid of your cars, turn me into the passing track and beat it. I'll couple up the train and cut in the air, so we can be ready to high-tail it out of here as soon as they come."

SHORTY FLEMING stamped out of the deck and down the steps. He liked High-Wheeler. All brakemen did. But he did not like the twin brother—the two Hales had different temperaments.

Shorty cut off the engine, backed into the spur, picked up the two cars which he had previously set out, and shuffled the flat to the main stem. Then he threw the water car back to the spur, switched the flat ahead of it, and shoved them none too gently into the bunk cars where the extra section laborers were eating supper.

He should have set brakes on both cars. As he went out with the engineer, the brakeman should also have lined the derailing switch to throw them off the track, instead of into the main line, in the event they got away and started down the mountain.

Damning Dave Hale to a place where water would not quench his thirst, Shorty switched the engine back into the passing track and set the main-line switch. His work but partly done, he went away to Pop's Place to fill his belly.

The sun was going down. Number 8 was due in thirty minutes. Hale opened the firebox door, studied the fire, and decided that his student fireman was in a fair way to becoming an efficient coal-heaver. He closed the door and sauntered over to the left gangway to look out toward the section house, the bunk cars, and the short crooked street beyond. The engineer did not notice that the white splotch of the derailer was not showing atop the spur track rail beside the clearance peg.

He became interested in other things. His brother's little son, Alan Hale, had left the safety and security of the section house fence, had sneaked around the bunk cars out of his mother's sight, and was standing at the rear end of the water car where it coupled into the bunks.

Time had been when Alan would have crossed the tracks and come down to the cab to take primer lessons in the art of running a locomotive. That was when High-Wheeler was "Unkie" George, the idol of Alan's heart. That time was past. After gazing at the big engine wistfully, observing the thin thread of smoke as it climbed lazily into the sky and the thinner one of white steam oozing up from the pop valve, the boy busied himself with other things.

High-Wheeler watched the lad. Alan turned to the coupling and jerked the lever. The knuckle must have been left slack from the rebound in coupling, for High-Wheeler remembered later that the lever lifted high. He played with it awhile, then went in between the cars and tried to couple the air-hose; but coupling an air-hose is no job for a seven-year-old.

Alan gave that up, came out from between the cars, and found the bleed-cock which drains the air out of the cylinder to release the brakes. Evidently this one did not work easily; but the boy must have cracked it a little, just enough to let the air seep out in a thin stream, not enough to bring an immediate release. He soon tired of jerking it and went on down to the flatcar.

The runner watched him, smiling without humor. Alan caught the bleed-cock and held it until the brake released. Then, with a final wave of his little hand to an imaginary eagle-eye on a mythical engine, he climbed aboard the flat, seated himself on the motor car out of sight of home and mother, and went playing with the levers.

HIGH-WHEELER cocked his big feet up in the open cab window and lost sight of the present in the cavalcade of the past. They weren't pleasant memories.

Until two years before, the brothers George and Dave Hale had been almost inseparable. Then came the break-up. George had always been a rather reckless runner. Of course, it was ticklish business roaring down Malpai Mountain on short time, with the brakes off and the stack chuttering and chuckling under a light throttle and a short cutoff; but High-Wheeler was an artist with brake and throttle and he knew it.

Long after the present speed restrictions had gone into effect on the hill, long after printed rules on the timecard had required engineers to use four minutes to the mile on the upper twelve, and six to the mile on the eight below, High-Wheeler had continued to run pretty much as he pleased. It was said that sometimes he deliberately loafed along after rolling out of Malpai Pass, killing minutes on the upper hill so he could let her ramble on the lower end and still show running time between the open offices.

Dave Hale was aware of that. Dave, who loved his track as George loved his fast engines, remonstrated with him. There were long and heated arguments. One brother insisted that track should be maintained for any speed, the other that an engineer should run with due respect to the grade and condition of the rails and roadbeds.

The trackman hotly predicted disaster, even threatened to report George's violation to the office. But High-Wheeler laughed in his face and continued to run as he had been doing. This thing went on. Breathless speed, paint-scorching meets, hairbreadth escapes as the engine took the curves; but always she remained on the iron and his brakes stopped him. Not once had George Hale met with accident on the Malpai.

The Pacific Eastern kept building bigger and better engines. At last, they brought out that leviathan, Number 8000, by far the largest hog ever seen on their mountain grades. She had weight, power, and speed. High-Wheeler played with her, tried her out cautiously at first, then faster and faster, feeling out her paces, figuring how fast she would take the curves and stay right side up on the iron, and waiting a good excuse to roll her on his old racetrack, the upper Malpai.

THE CHANCE finally came. He started down the hill to a meet with Number 8 at Benson. A short distance out of Malpai something had happened to the train, a slight delay on the upper hill. It was nothing serious, just enough time lost to put him short at his meeting point.

With the big engine, George should have gone in at Midhill. He didn't. Often he had gone down with the lighter power on time as short and made it safely in, with no kinked iron to tell on him. He had gone that night, racing over the iron as he had always done with the brakes off and the throttle cracked, not dreaming of the havoc his heavy wheels were wreaking with his brother's track.

No one except his own crew knew how fast he was running—and, of course, they did not tell—but his drivers wrote the record of his run, in a thousand feet of kinked rail on a stretch of mountain track which the conscientious Dave Hale had spent hours in lining true as a die.

That night, without waiting for his temper to cool, the king snipe had gone straight into the office and reported to the superintendent. Of course, the officials investigated. They would have investigated anyhow, but they would have learned little or nothing if Dave had kept still. Now the trackmen, who had kept still because High-Wheeler was the boss's brother, were willing to talk. They told how these wild runs had been going on for years. As a result, George Hale was pulled out of service.

For fifteen years he had been the pet of the division office. Dispatchers had seen to it that he caught the fast ones when they came within his range, because they could depend upon his skill to put them through. But this did not save him now. A thousand feet of kinked rail could not be explained away. The superintendent took him off his run for six months.

The brothers settled their personal difference out of court. Not even Dave's wife knew definitely what had happened. The section foreman had come home with a bloody fist and a broken nose, while the engineer had called on his dentist. When the cool light of reason returned, High-Wheeler realized that the greater fault was his. He had returned to the pass and had tried to patch up this brotherly quarrel, as other scraps had been patched up; but things had been done and said which mere words could not mend.

AROUSED from his reverie, the engineer slipped into the deck and laid nine scoops of coal on the glowing fire. First Number 8 was almost due now. He stepped to the left gangway and peered out. She was not in sight. The block in the west was clear and there was no smudge of smoke on the hill nor sound of exhaust echoing among the mountain peaks.

As the sun went down in a ball of fire, twilight stole softly over the mountains. A full moon crawling up from the desert cast long gray shadows from juniper and pine. The dispatcher had missed his guess on Number 8. Her time slipped by. High-Wheeler kept watch on the order board at the telegraph office, but there were no new orders for him. At 8:15 the passenger train came up the hill with green eyes glowing and green rags fluttering. Her engineer whistled signals; the freight runner answered.

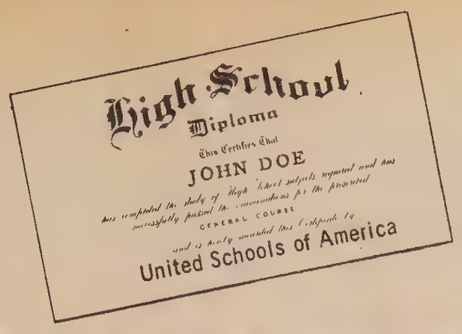
Down on the flatcar, Dave Hale's boy, partly awakened by the noise, watched her go. As the last car clacked through the switch frog and the red markers disappeared over the hogback, a peculiar sound came up from beneath the water car. But the boy had not been trained to read and interpret it—the sound of brake-shoes loosening as the air, whose release his hand had started an hour ago, went out from behind the piston and turned the lever loose.

Slowly the knuckle, which Alan had opened when he played with the lever, moved and the cars parted. Their wheels began to turn, slowly at first, a barely perceptible movement which, had he been wide awake, would soon have become apparent to him.

But Alan was not wide awake; he had sunk back into slumber. He stirred uneasily when the wheels split the switch and rolled brakeless out into the main line, turning faster and faster; but he did not open his eyes.

Up in Pop's Place, the fireman and the brakeman had finished eating their chicken dinner. Pop was telling about the time he had ridden the grades of Malpai Mountain on a train with no brakes on it. The two crew men drank the last few drops of their coffee and leisurely left the restaurant.

In the section house, Dave Hale finished writing up his day's reports. He sealed their envelope and laid it on the table ready to take to the office. Supper was now ready. His wife called to him and then stuck her head out of the kitchen door and called loudly:



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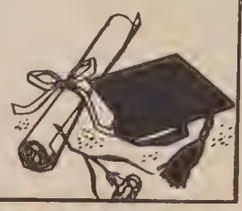

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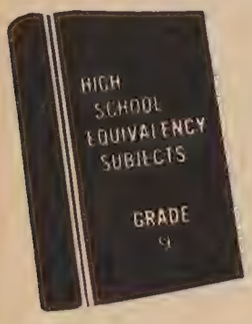

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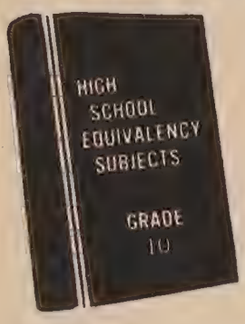

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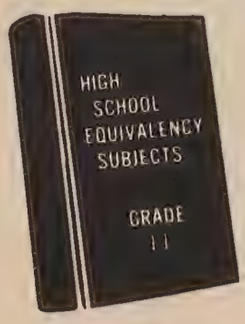

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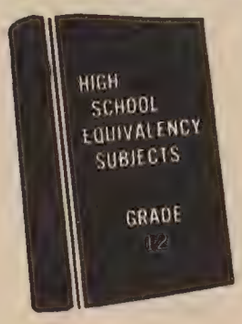

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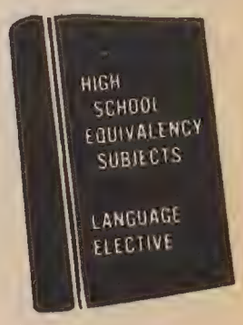

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"Alan! Oh, Alan!"

The little boy did not answer. Turning to her husband, the woman said, "I'll bet he's gone up there to that engine."

Alan's father came up out of the chair. His face was set; his jaws were squared. He strode out the door, across the tracks. Number 4608 stood at the head of her train, smoke threading up from her short stack into the flood of moonlight, the white feather of steam rising just behind. He swung himself to the second step and thrust his head above the steel deck.

"Is that boy of mine here?" he asked.

IT WAS the first time in two years Dave had spoken to his twin brother. High-Wheeler sauntered across the deck and replied: "No, he ain't here, Dave. He's over there by the—"

The engineer hushed. He swallowed hard, his eyes glowing fiercely.

"My God! Those cars are gone!"

"What cars?" The king snipe barked a query as if he did not already know.

"That water car and the flat ahead of it. They were here a few minutes before the passenger train came by."

Dave started toward the west switch, but his brother shouted: "Come back here, Dave! Come back and cut off this engine."

The foreman whirled and turned back. He did not stop to ask needless questions. He started to the rear and with deft movements cut out the air, broke the train line, lifted the coupling lever, and signaled away. Three fast leaps brought him to the cab steps. The engine was moving now. He stopped on the steps, poised and ready to leap and sprint for the switch.

High-Wheeler called down. "Let the switch go! We haven't time to open it. We'll split it and go on."

He dropped the air reverse below center and opened the throttle. The big engine shot forward. George looked up at the block signal racing toward him. Its light was still red.

"They haven't been gone long," he shouted. "They're still in the first block."

"They've been gone too long!" moaned Dave. "Unless we overtake 'em before they pass through Benson, they'll run over on them curves on the hill below."

High-Wheeler knew that was one great danger. The twelve miles from Malpai down to Benson was a gradual descent with curves which were good for almost any speed a flatcar could make. Beyond Benson they went into the winding canyon. There the track wound along the canyon wall, dropping a hundred five feet to the mile on curves so sharp the engineer could not see five cars behind his tank. Those curves might stand for *forty* miles an hour—for *eighty*, never!

There was another peril far more imminent. The runner glanced at the second order on his clip. It read: "2nd Number 8, eng 3482 wait at Benson until 8:30, Midhill 8:45 for Exa 4608 west."

It was now 8:45. Number 8 might already be through Benson, might even be at Midhill. She could meet the cars head on before they reached the curves on Benson Hill. In silence High-Wheeler handed the clip to his brother with

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Steven Schorr of Long Island, N.Y.: "I am 15 years old and in junior high school. My dad will let me do only 10 cars on a weekend, although I could do a lot more, if I didn't have to do homework. Even so, I make about $50.00 a weekend, which will go to my college education. This summer I've lined up 2 beach clubs, and 2 of my friends to do the work for me."

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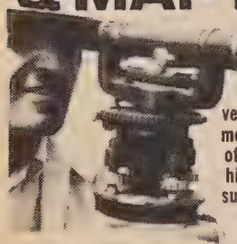

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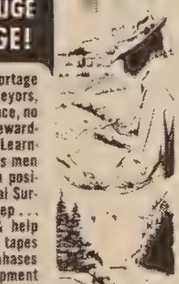

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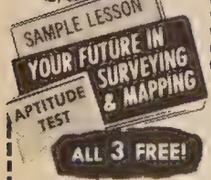

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the tissue folded back from over it. The section foreman's grim face set more tightly; the lines about his mouth deepened.

"They'll hit," he muttered. "They'll hit before we overtake 'em."

High-Wheeler feared his words were prophecy, but he said: "Second Eight may be late on her order. The first one was thirty minutes off. If this one's only as far behind—"

He was dragging the whistle cord now, whistling on every curve. His side rods were flashes in the moonlight. The engine's nose was weaving gently as it pointed the way down the winding trail. Both men kept watching as the Mike rolled faster and faster.

AT LENGTH, through bright moonlight, they saw the object of their chase long before their headlight picked it up. Far ahead of them two cars were careening on the curve with Alan clinging for life to the motor car!

Dave stood by his brother's knee and muttered: "Faster, man! Go faster!"

"I'm doing eighty now," the eagle-eye replied grimly.

"Then step her up to ninety, to a hundred, or a hundred ten. If any track in the world will stand the speed, this stretch down Malpai Hill is it."

The section boss went out through the cab window to make the coupling. He crept along the cab rim, reached the running board, the steps leading down the pilot platform. The milepost at Benson flicked by. High-Wheeler whistled long and loud. The blocks at the east switch stood at forty-five till the car went through them, then fell to red. A caution block—Number 8 was coming!

How far away, the runner did not know. He knew only that she was not between the switches. He went through the red blocks, past the telegraph office. The operator was there as the cars and engine hurtled by, and dashed inside to report that something had gone west at about a hundred miles an hour.

It may have been a hundred. George did not know; he was not counting poles. He ran faster than he had ever ridden before. He was leaning far out his cab window, feeling the throttle, letting air out of his brake valve as he closed the gap between him and the tank car just beyond his pilot nose.

Before the drumming of wheels by the station walls had ceased to echo in his ears, he felt a slight jar. He watched the pilot. Up came the section foreman swinging a stop sign. High-Wheeler set his air. The speed dropped to eighty, to seventy.

That's what he reckoned he was doing when he went through the red west headblock, fighting with all the skill gained in twenty years of fast running to cut his speed before he crashed head-on into the train coming up to meet him.

And she *was* coming, that second Number 8. She might be a half-mile away; she might be on the next curve. He took the curve. No headlight there. A thousand feet below him on the canyon floor a thread of water trickled among black Malpai rocks. The mighty drivers seemed to lift, then settle back and go racing on.

DAVE HALE had left the pilot and was going to his little son. He stumbled along the running board, holding to the grab-iron on the tank. High-Wheeler worked with air and sand. Tomorrow there would be driver tires to set, more rails to straighten out, more questions he must answer. But tomorrow was another day.

Fifty miles an hour, forty, thirty-five. He rode smoothly over the second curve at twenty miles an hour, then ten; and out from the cut below came the dazzling gleam of an engine headlight, and the sound of an exhaust. The startled passenger engineer reversed and went into backward motion without waiting for a signal.

Explanations soon were made. High-Wheeler backed ahead of the passenger train to Malpai Pass. The foreman hurried to his toolhouse for tools to spike the switches which the cars and engine had split. The passenger train went by.

As the crew broke up and returned to their stations, Dave Hale said, with an arm around his son's shoulders: "Fishin' season opens Monday, don't it, George?"

"That's right, Dave. How about tryin' the Blue Water Lake?"

"Sounds good—Sunday morning?"

The foreman was smiling broadly.

"Okay, Dave, I'll be waitin' for you with grease and a fryin' pan."

The engineer climbed to his throne and cracked his throttle. He whistled a highball which echoed back from the distant hills. Three lanterns swung their answer and the freight went drifting down the main, picking up speed with every turn of the wheels.

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HOBBY CLUB

conducted by Sy Reich

A NEW organization, the Southwestern Deaf Railfans Association, is looking for deaf persons in California area who are interested in rail history and understand the sign language. Contact Ralph H. Shears, 417 N. Normandie Pl., Los Angeles, Calif., 90004.

Sid Cato, vice president of Greyhound Lines, reveals that his company now owns more railway cars and locomotives than it does buses. The trains are leased to railroads through a subsidiary. Who would have thought it?

Has anyone ever taken still photos or movies of a train wreck while it was happening? We would like to publish information about such photography.

"Railfans gathering at the Golden Spike Centennial this spring or enjoying fantrips should wear name tags such as the U.S. Army men use to identify themselves," writes Harvey H. Hansen, 4370 Stewart Ave., Los Angeles, Calif. 90066. "Hundreds of fans write each other over the years without knowing one another by sight. If my idea were adopted, fans would get to know one another better."

Beautiful 22x24-inch steam locomotive wash drawings are offered by the Humble Oil and Refining Co, Humble Railroad Sales, Humble Building, Houston, Texas 77002, free for the asking, as part of their ad campaign for specially developed lubrication oil.

Teenage railfan members are sought by Richard G. Wagie, 13106 N. Granville Rd., Mequon, Wis. 53092, for his Teen Association of Model Railroading. There is also an associate membership for non-teens.

Glossy and sharply-defined railroad photos, including wrecks, are wanted by *Canadian Railwayman,* a labor weekly, 77 Metcalfe St., Room 305A, Ottawa 4, Ont., Canada. Photos are published with credits on a no-pay basis, and are returned.

A profile map of the Uintah Railway is offered by Freight Master, Halliburton Services Div., P.O. Box 2325, Fort Worth, Texas 76101, as part of an ad campaign for their end-of-car hydrolic cushioning units.

The Lincoln Train Museum in Gettysburg, Pa., featuring railroad and historical exhibits, will open for the first time this summer.

A unique collection of over 100 railroad spikes from 45 different roads has been gathered by Keith Randall, P.O. Box 141, Harrisville, N.H., who displays them neatly and well labeled on the walls of his room. They range in length from 4 to 8½ inches and come from all over North America. Keith wants to hear from others with his interest.

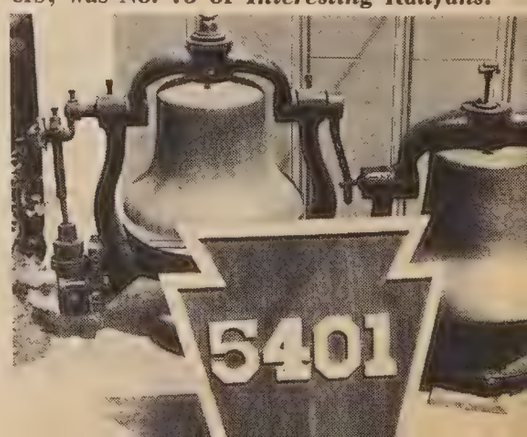
The Santa Fe has just purchased 90 new freight diesels from Electro-Motive and General Electric costing $25 million dollars. Who says railroads have no future?

We are compiling a list of all railfan newsletters and mailings available in North America. Please advise us of your publication and include samples. Address Mike Eagleson, *Railroad Magazine,* 205 E. 42nd St., New York, N.Y. 10017.

Framed color prints on canvas of rr. photos (D&H, NYC, PC, etc.) that look like paintings, $6.95 each ($7.30 west of the Mississippi). Write Atlantic & Northern RR., 49 Church St., Lenox, Mass. 01240. Info. free on request.

We are glad to note the interest that some manufacturers of non-rail products show in railroad history. For example, the Colt's Firearms Division of Colt Industries honors the 100th anniversary of the May 10th ceremony at Promontory, Utah, by selling a substantial souvenir known as the Golden Spike Commemorative. This consists of a full-size, .22 caliber, single-action revolver —a modern descendant of the famous Colts that helped open the door to the Old West—together with a gold-plated railroad spike, suitably engraved, both boxed in an embossed container that, in itself, is a choice bit of railroadiana.

Pennsy K-4s Keystone and locomotive bells owned by retired SP engineer Jack Fesco, 4309 Edenhurst Ave., Los Angeles, Calif. 90039. Jack also builds live steamers; was No. 73 of *Interesting Railfans.*



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This handsome California creation has the look of a turtle neck sweater under a smart knitted sport shirt. But, it's a one piece garment made of a wonderful feeling fabric . . . Durene knit bonded 90% tufted acetate, 10% Nylon. Sizes S, M, L, XL.

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They look great and feel so soft . . . full turtle neck shirts of 60% rayon and 40% cotton. Smart French cuffs add a dressy touch to this silky jersey. Perfect for casual wear. Sizes S, M, L, XL.

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The Two-tone Knit Top Walking Suit

This dashing new suit is really what's happening. The smart double breasted knit shirt, of 100% acetate, has a black knitted moc turtle neck, and is trimmed with a contrasting darker color. The slacks are of a blend of rayon and acetate and match the trim of the shirt. It gives an exciting two-tone effect. For finished slack bottoms, add $1.00 and give inseam measure. Slack waist sizes: 27-36. Shirt sizes: S, M, L, XL.

A324 Lavender-Plum A325 Gold-Rust
A326 Light Blue-Royal Blue

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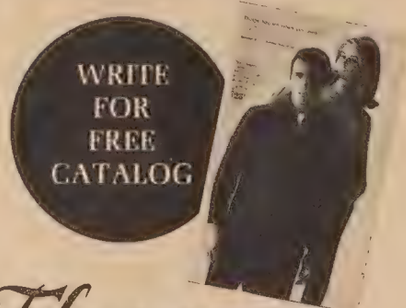

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Pen Pals Wanted

NAMES are listed free. We offer these three tips for getting answers to your letters:

(1) Write (or typewrite) legibly. Nobody likes to wade through sloppy penmanship. No letters in pencil.

(2) Don't merely write about yourself. Begin your letter by saying something that is likely to interest the other person. This is known as "breaking the ice." For example, say something nice about his or her home town or state, or that part of the country. If you have ever been there, say so.

(3) Ask questions. Most people like to answer queries. This tip applies not only to your first letter to somebody but to every letter you send him or her thereafter. It helps to create a continuous flow of correspondence.

Miss Gabriele Milde (27) of Berlin Ostrabahnhof, 1402 Bergfelde, Am Langen, Berg 4, East Germany.

Marianne Jager (14), Oostburgweg 54, Enschede, Nederland (Holland).

Dave Williams (29), Box 199, Kerrpbert, Sask., Canada, interested in Western Canadian steam.

Donna Foster (16), 2156 S. Main, Eagle Pass, Tex. 78852.

Sp/4 Stanley P. Creamer, B Battery, 4th Msl Bn, 43rd Arty, APO Seattle, Wash. 98749, has specialized interest in carnival and circus trains; wants to hear from anyone who ever worked on one.

Carma Garcia (14), Box 341, Evanston, Wyo.

Mike Leslie (17), 248½ Sycamore St., Pikeville. Ky. 41501, wants to hear from anyone interested in C&O, N&W, or Clinchfield.

Anita Ortiz (17), 2416 W. 45th Pl., Tulsa, Okla.

Billy Joe Carter (37), Rte 3, Box 392, Cullman, Ala. 35055, wants pen pals who collect picture postcards.

Deborah Cox (14), Rte. 2, Bluff City, Tenn. 37618.

Gary L. Eklund, 2610 Aldrich Ave. S., Minneapolis, Minn. 55408, will correspond with anyone interested in L&N. Answers all mail.

Jean Beiter (16), 12 Beverly Dr., Depew, N.Y. 14043.

Mike Hunter, P.O. Box 1454, Bethlehem, Pa. 18015, wants to hear from crew men of Penn Central trains and California Zephyr.

Gwen Black (15), 989 Edison Ave., Marion, Ohio.

M. A. Laverty, 716 N. 3rd Ave., St. Charles, Ill. 60714, seeks pen pals interested in NYC part of Penn Central, old Mich. Cent., and Jackson-to-Kalamazoo interurban.

Mike Euritt (15), 5076 Springfield Way, Sacramento Calif. 95841, wants letters from those interested in Western logging roads.

Deloris E. Dickson (31), Rt. 2, c/o Millard's Trailer Park, Spooner, Wis. 54801.

James H. Lawyer (24), 4023 Hubble Rd., Cincinnati, Ohio 45239.

Thelma V. Sabijon (18), 173-OT Padilla St., Cebu City, Philippine Islands.

Peter Moos (74), 68 N.E. Stanton St., Portland, Ore. 97212.

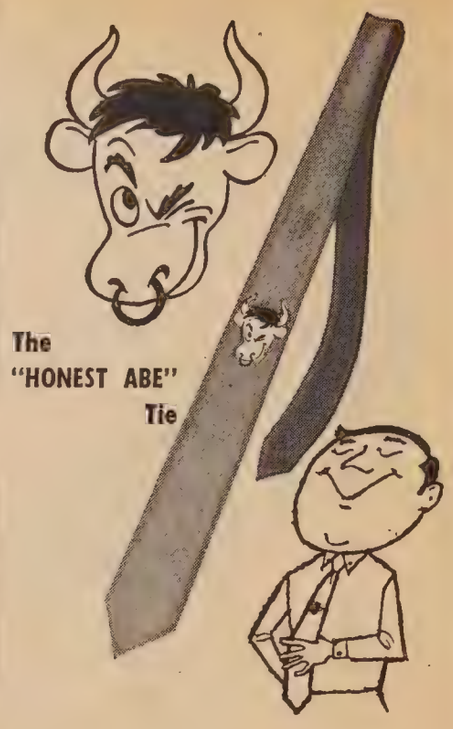
Debbie Melom (14), 3346 Utah Ave. S., St. Louis Park, Minn. 55426.

Roberta Aune, (15), and sister, Berdell (14), Box 83, Wilton, N.D. 58579.

Jerry Warnick (17), Box 146, Polk, Neb. 68654.

Erwin Ashe (57), c/o Paul Heming, RD 2, New Florence, Pa. 15944.

Luanne Bell (15), 972 Edison Avenue, Marion, Ohio 43302. ●



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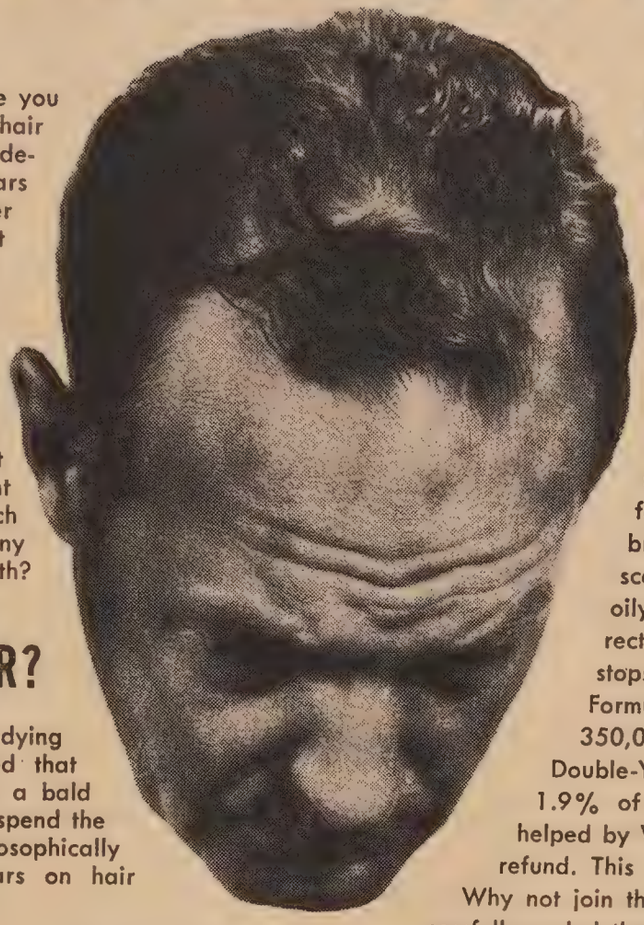
Yet, you buy the next product that comes on the market with hair-growing claims.

Stand in front of a mirror, take a long hard look at the top of your head. What have you to show for the money you spent on hair restorers? Do you have as much hair as one year ago? Do you see any signs of new hair, or new hair growth? Why the failure?



CAN YOU GROW HAIR?

Doctors who have spent a lifetime studying hair and hair growth have concluded that nothing now known can grow hair on a bald head. So, if you are bald, prepare to spend the rest of your life that way. Accept it philosophically and quit spending hard-earned dollars on hair growers.

If you can't grow hair — what can you do? Ca.. you stop excessive hair loss? Can you save the hair you now have? Please read every word in the rest of this statement carefully. It may mean a big difference to you — the difference between saving your hair and losing it.

Itchy scalp, hair loss, dandruff, very dry or oily scalp, are symptoms of the scalp disease called seborrhea. These scalp symptoms are often warnings of approaching baldness. Not every case of seborrhea results in baldness, but doctors now know that men and women who have this scalp disease usually lose their hair.

Seborrhea is believed caused by three parasitic germ organisms (staphylococcus albus, pityrosporum ovale, microbacillus). These germs first infect the sebaceous glands and later spread to the hair follicles. The hair follicles atrophy, no longer can produce new hairs. The result is "thinning" hair and baldness.

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BOOKS OF THE RAILS

THE RAILWAY ENTHUSIAST'S ENCYCLOPEDIA, by O. S. Nock, 141 pages, illustrated, 5¼"x8¼", published by Hutchinson & Co., London, England; distributed in North America by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y. 10802, $13.

Undoubtedly, many thousands of British fans will buy it. Printed on coated stock, with excellent photographic illustrations, specifications, etc., this hard-cover volume includes chronology of important British railway events, origins and extent of British and Irish rail lines, track (including tunnels, bridges), locomotives (steam, diesel, electric), locomotive engineering, cars, signaling, personalities, and a bibliography. It's well organized, useful, and comprehensive. We wish we had a comparable encyclopedia for North American railfans. Maybe some day a qualified writer and researcher will pleasantly surprise us by producing such a volume.

TRAIN WATCHER'S GUIDE TO CHICAGO, paperbound, 185 pages, 8¼x5½", generously illustrated with photos and maps, written and published by John Szwajkart, 3334 Elm Ave., Brookfield, Ill. 60513, $3.15 (Illinois residents, $3.30).

Railfans living in or near Chicago or visiting that area will need this guide to its rail facilities, whether you take photographs, ride trains, or just want to look around. It gives exact locations, tells what you can see, how to get there, and other useful information.

CROSSTIES THROUGH CAROLINA: *The Story of North Carolina's Early Day Railroads*, by John F. Gilbert and Grady Jefferys, 88 pages, 11x8¼", illustrated with 99 photos and drawings, including 4 maps, bibliography, The Helios Press, P.O. Box 2481, Raleigh, N.C. 27602, $3.95. (NC residents add 3% sales tax.)

Here, at last, is a well-prepared book dealing with a subpect too long ignored by historians, namely, North Carolina railroading of long ago. That state is rich in rail lore; the book is fascinating. The authors begin with The Experimental Railroad, built by the state in 1833, with two miles of wooden, iron-capped rails. Like the primitive Granite Railway in Massachusetts that was used to carry stone from a quarry to build Bunker Hill Monument, this one transported stone from a quarry to a building site. One after another, the history of each of North Carolina's early rail lines has been carefully researched and dramatically written up. The photos are rare and nostalgic, with steam power predominating; the paper is fine coated stock and the type easy to read.

RUSSIAN STEAM LOCOMOTIVES, by H.M. Le Fleming and J. H. Price, 140 pages, 6½x10", hard covers, illustrated; David & Charles Pub., South Devon House, Railway Station, Newton Abbot, Devon, England, 50 shillings (approximately $7).

This book deals with a little-known and long-needed study in depth of Russian steamers. The history is well developed from the beginning, through the Czars, the wars, and right up to the present day. Both standard and narrow-gage locomotives are covered, as well as experiments. The end section of the book contains all the illustrations. Any lack of photographic excellence is more than made up by the fact that available material on this topic is scarce.

The final days of Russian steam were as spectacular as our own. The U.S.S.R. had its steamlined 4-8-4's, 2-8-8-4 articulateds, and even an unbelievable 4-14-4! A frontispiece showing a green and red streamlined 4-8-4, in color, with the characteristic front star emblem, sets this work off as a necessary volume for steam fans who can see beyond their home town roads.

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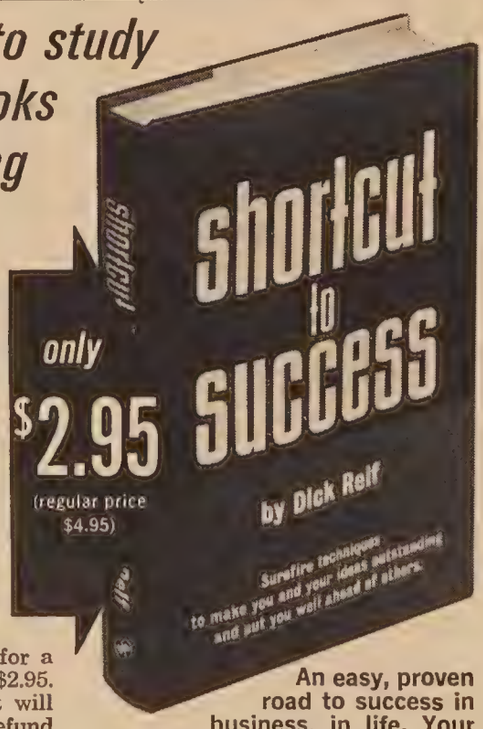
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IN SEARCH OF STEAM

with Mike Eagleson

A NEW steam discovery has been made in the deepest Alabama woods. A 2-foot gage Lima Shay, abandoned for 30 years on the Martin Estate in Sheffield, is being sought after by the Tri-Cities Chapter of NRHS. This 1920 relic still bears the lettering of its original owner, Good Roads Construction Co., St. Louis No. 3118, we learn from *The Lilliput Patron,* Rte. 1 Box 427-A, Theodore, Ala. 36582, a railfan publication.

Colorado Transportation Museum in Denver is negotiating to start running steam excursions over the Great Western's 80 miles or so of track in northeast Colorado. The loco would be ex-Chicago North Western 4-6-0 No. 444, class R-1, now on display at Hill City, S.D. The oilburner needs heavy repairs, which could be made at the GW shops in Loveland.

Several fans complain of bad experiences while photographing the Northwestern Steel & Wire Company's ex-GTW 0-8-0's, still in use at Sterling, Illinois. They criticize the company for not letting them shoot the engines, and granting permission to do so only when a written pass is obtained. Unfortunately, the permit is valid only for photographing from public city streets.

A new booklet, *Western Canadian Steam Locomotive Directory,* is available for $1 from Richard L. Coulton, Longview, Ala., Canada. It is the Canadian counterpart of Victor Koenigsberg's now famous *U.S. Steam Locomotive Directory*. Both books are a must for anyone interested in steam today.

The Centerville & Southwestern, a large-scale live-steam road with paying passengers, reports that part of its line has been relocated, due to a new Interstate Highway under construction. Highlighting this enjoyable railroad line is its 20-foot-long 4-8-4 coalburner built by Alco in 1940. She is beautiful and resembles the Lackawanna's early Poconos of the 1500 series. The new line features a steel bridge 10 feet high and 35 feet long, over a creek.

Windsor Generating Station, a subsidiary of Ohio Power Co., will send its 1920 Baldwin 0-6-0 steam locomotive No. 3 to another company plant at Cumberland, Ohio, for display.

Pennsylvania Historical and Museum Commission has given the name "The Railroad Museum of Pennsylvania" to the Pennsylvania Railroad steam locomotive collection that will go to the

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Strasburg Rail Road. We don't know yet which engines from the Pennsy's Northumberland, Pa., collection will be included in this project. We hope that when they are put on display they will be placed in a suitable position for photography, free of annoying "Keep Off" signs and well situated with regard to morning and afternoon sun.

Speaking of the Strasburg, William Moedinger, No. 56 of our *Interesting Railfans,* has recently been elected president. Congratulations, Bill!

National Railways of Mexico are giving serious thought to starting a steam excursion business along one of their more scenic routes leading to the Aztec pyramids. . . . Mexican fantrips using 4-8-4 No. 3033 were postponed.

Another steam museum is in the works. Dwight A. Smith, Jr., of Portland Maine, reportedly has purchased from a man in Michigan a 1921 ex-Canadian National steamer of undisclosed wheel arrangement and number. The engine traveled 850 miles in ten days from Sarnia, Ont., to Portland to have her boiler worked on. No news of excursion service is available.

Flash! Norfolk & Western's last 2-6-6-4 class A steam locomotive No. 1218 is back at home in Roanoke, Va., after wandering as far afield as Steamtown, Bellows Falls, Vt. She will join streamlined class J No. 611 and a less impressive 2-8-0 No. 6 class G-1 on display.

Many U.S. Army Transportation Corps 0-6-0T's were built in the U.S. and sent to Europe in 1942. Of those sent, 14 were purchased by England's Southern Railway in 1946 for shunting service in the Southhampton Docks area. During the final years of British steam, these engines found jobs at other points on Southern lines—predominantly at Eastleigh, where a big steam repair point handled work right up to the end of steam traction.

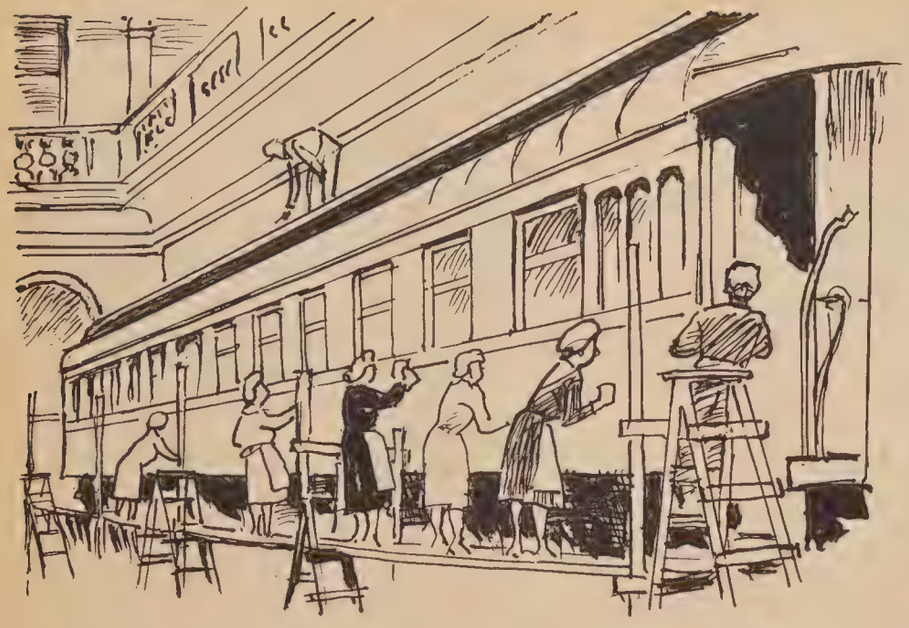
The last of the breed, No. 30072, has been preserved from the scrapper's torch and is now operating on Keighley & Worth Valley Railway in England. Once again, U.S. steam is alive and well in other parts of the world! ●

Mike Eagleson, 286 Washington St., Glen Ridge, N.J. 07028

U.S.-built 0-6-0T: last days of regular shunting service on British Rys. in '66.

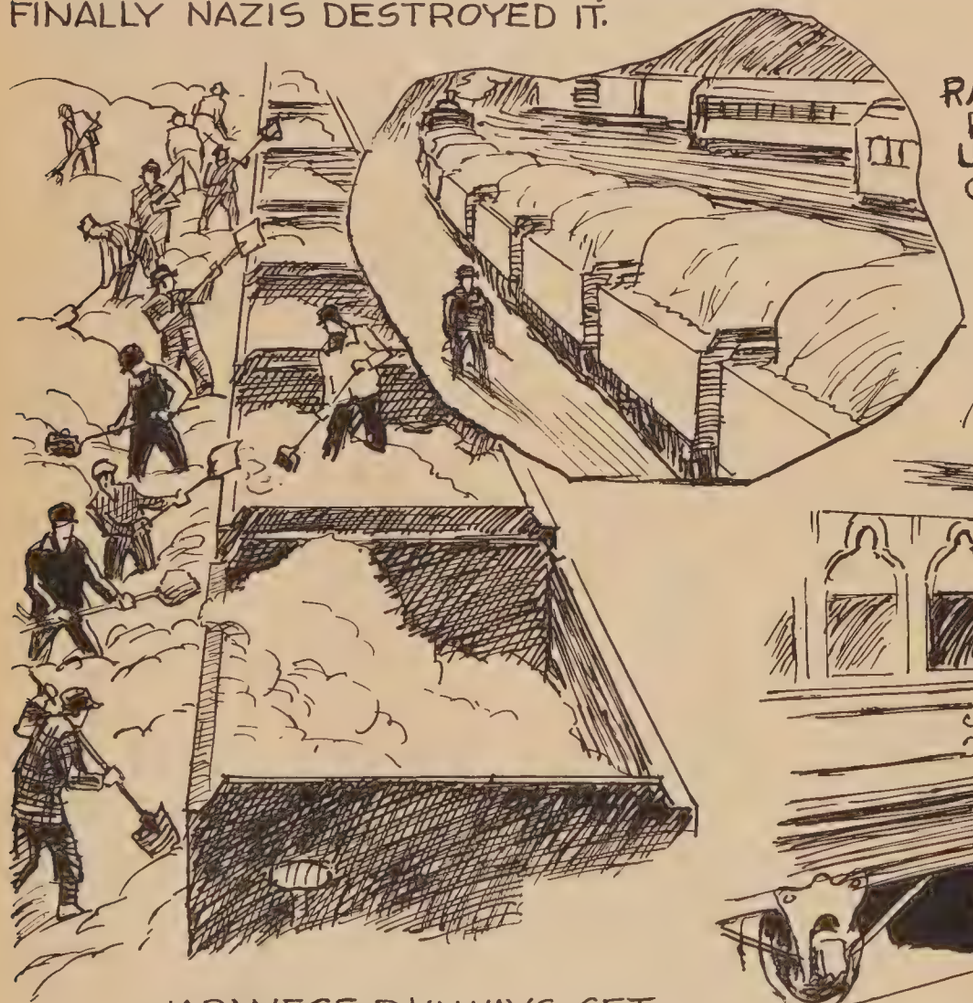
ALONG THE IRON PIKE

by Joe Easley



RAILROAD CAR IN WHICH ARMISTICE OF WORLD WAR 1 WAS SIGNED WAS CLEANED, AS SHOWN HERE IN 1924, AND PUT INTO A FRENCH ARMY MUSEUM. LATER HITLER USED IT TO ACCEPT THE SURRENDER OF FRANCE, AND FINALLY NAZIS DESTROYED IT.

RON CLARKE AND RALPH DOUBELL, AUSTRALIAN RUNNERS, TROTTED UP UNUSED CABLE-CAR TRACKS OF ANGEL'S FLIGHT RAILWAY IN LOS ANGELES WHILE TRAINING FOR 10TH ANNUAL L.A. INDOOR TRACK MEET.



JAPANESE RAILWAYS GET RID OF SNOW BY DUMPING IT INTO CARS EQUIPPED WITH EXPANDABLE RUBBER BELLOWS. THEN CARS ARE TAKEN TO DUMPING AREA AND UNLOADED BY AIR BLOWN INTO BELLOWS, WHICH PUSHES SNOW OUT. (from KEEPING TRACK, *Canadian National*)

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RON RITTER, 620 N. Main, Orrville, Ohio 44667, buys Off. Ry. Equip. Register, Loco & Cars mag., emp., tts. from UP, PRR, RF&P, NYC, etc.

JOHN ROBERTSON, VAW-114 c/o FPO, San Francisco, Calif. 96601, buys pix of WAB, Chicago & Alton steam locos, equip., other railroadiana.

RON SALISBURY, 7439 N. Judson St., San Diego, Calif. 92111, will buy X2200S 1/65-1/66 and UP, WAB, rosters.

DON SARNO, 68 Morwood Lane, Creve Coeur, Mo. 63141, buys emp. tts. (SSE)

WAYNE SCHENK, 15 Brentwood Dr., Cheektowaga, N.Y. 14225, sells train orders, other railroadiana; list 10c.

AL SHADE, 9831 Aldridge Dr., Columbia Sta., Ohio 44028, sells, trades pix, b&w slides Indianapolis Rys., Ill. Power, IC, Johnstown Traction, many others. List, sample 25c.

AL SHERRY, 5445 Netherland Ave., Riverdale, N.Y. 10471, buys steam neg., slides class 1 rrs. Sells, trades Off. Guides 1925-'67; buys rr. lanterns.

JAY SIMCOE, Box 392, Ukiah, Calif. 95482, sells drawings, info., 8x10 pix Cleveland Rys. 5014, 4060.

L. SIMPSON, 26 Valleyview Dr., Dayton, Ohio 45405, sells loco whistles, diesel plates. Buys steam plates, steam loco brass bell, NYNH&H 4-6-4 whistle.

TONY STEELE, 927 Daly St., Columbia, S.C. 29205, wants pix, plans of 1907-'09 CMSP&P 2-6-2's built by Alco, Baldwin, Brooks, CMSP&P.

FRED STOES, 1601 Harper St., Santa Cruz, Calif. 95060, trades CGW steam pix for, or buys p.c. size SP, WP, etc. steam action pix.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, sells rr. playing cards of 15 roads.

WARREN STOWMAN, 2102 Eastburn Ave., Philadelphia, Pa. 19138, buys or trades for pix CP 0-6-6-0 5700's.

TOM STRAUSS, 11550 Xavis St. N.W., Coon Rapids, Minn. 55433, buys any size diesel pix Reserve Mining, Erie Mining, DM&IR, etc.

P. STRONG, 714 Winona, Oak Pk., Ill. 60304, sells, trades switch keys. (SSE)

ARNOLD STURM, 418½ N. Monroe St., Watertown, Wis. 53094, trades train orders. (SSE)

CARL STURNER, Earlton, N.Y. 12058, sells slides NKP 759.

TED TAETSCH, 14218 Garfield Ave., Lakewood, Ohio 44107, sells traction pix. Illustrated list, (SSE)

W.C. THURMAN, 4733 Morganford, St. Louis, Mo. 63116, trades sizes 120, 116 negs. depots, diesels of his area for depot negs. of your area.

JOE TOTH, Jr., 3000 W. Irving Blvd., Irving, Texas 75060, buys MKT and Canadian railroadiana.

J.A. TRUMMEL, 3010 Conata, Duarte, Calif. 91010, will buy small loco bell and oil headlight.

Rev. RICHARD VIEKMAN, 15 Delaware Pl., Millinocket, Maine 02915, sells glass and ceramic telegraph insulators. (SSE)

WM. VIEKMAN, 10 Mountain Pl., Upper Montclair, N.J. 07043, buys shaving mugs with rr. or trolley employee names.

A. VON BLON, 1208 Locust, Muskogee, Okla., sells trolley-car shade bottom rollers, window-frame zig-zag metal strips, air compressor governor, or trade for bks., pamphlets, maps, tts., etc.

R.R. WALTON, 1745 Sharon Pl, San Marino, Calif. 91108, buys info., pix, parts of Porter locos built 1880-'90's.

L.A. WHYTE, 1324 Regency Ct., Sudbury, Ont., Canada, sells Canadian steam pix. List, samples 25c. Buys, sells negs. on approval.

PAUL WILLIS, Woodcrest, Rifton, N.Y. 12471, will contact those inter. in trolley museums, models.

JOHN YATES, 125 E. Oakland Ave., Oaklyn, N.J. 08107, sells tt., railroadina (SSE)

Model Trading Post

DAVE HAMLEY, 121 LaCrosse St., Pittsburgh, Pa. 15218, will sell 121 Mdl. RRer 1952-'64. (SSE)

DICK MILLER, RFD 2, Box 198, Bigsonburg, Ohio 43431, buys or trades HO gage locos, cars for movie projector, camera, films.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, buys pix CMSP&P bipolar elecs., other tinplate prototypes.

P.C. NELSON, Box 276, Roland, Iowa 50236, buys AF S-gage equip.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia. Pa. 19143, buys Buddy L literature.

MAURICE SAARI, 209 E. Park St., Marquette, Mich. 59855, will sell O gage table model C&NW R-1 4-6-0.

JIM TANDY, Box 35, Carrollton, Ky. 41008, will buy Lionel 69 warning signal, 79 flashing signal, 80 and 84 semaphore, 78 and 82 tr. control.

BRENT TURSE, 229 Maple Lake Rd., Butler, N.J. 07405, will sell N gage layout, Kadee couplers. (SSE)

NOTES ON MARCH ROSTERS

Doug Cummings sends us the folowing corrections to our NdeM roster: DE-28 class 5400-5409 were built in 1964, and 5410-5416 were built in 1967. One of these units, he claims, was sold to the Unidos del Sureste as 84. NdeM 6100 was formerly 6002, not 6003. Unit 7294 is listed as class DE-24 but should be listed as DE-22. Note 11 refers to 7294, not 7473. No. 8130-8144 were built in 1965. Units 8230-8254 were built in 1965. No. 8500-8509 were built in 1967 and 8510-8531 were built in 1968. NdeM 5100-5102 were acquired in 1962 but not relettered until '63. They carried NdeM lettering and CTV numbers for a year.

George R. Silcott sends these additions to our Mississippi shortlines roster. Misssippian 314, 321 which originally belonged to the EL, were sold to the Mssissippian through him. Mississippi Export 62 was sold to Whisler Equipment; then to Silcott; then to the Marinette, Tomahawk & Western. Silcott also handled the sale of the same locomotive between the Detroit, Toledo & Ironton and the Mississippi Export.

Photograph by Elliott Kahn

New Orleans Public Belt RR. No. 14, 0-6-0 with sloping tender, class 12, is switching on Canal Street, New Orleans.

NEW IMPROVED Dr. Philip's Pipe

the only pipe in the world with these **REVOLUTIONARY FEATURES!**

- Metal Cooling Ring
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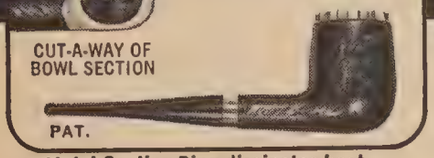
- Moisture Trap



- **Metal Cooling Ring dissipates heat.**
- **Interchangeable Laboratory-type porous ceramic bowl traps tars . . . eliminates "break in."**
- **Moisture Trap absorbs condensation.**
- **Crafted of finest Mediterranean Briar.**

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The exceptional coolness of this smoke is due to a combination of the latest findings in "thermal dynamics." The heat-dissipating retainer rings around the top of the bowls, and the air-space between the ceramic and briar bowls act as effective cooling elements.

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The Dr. Philip's pipe needs no breaking in. The ceramic bowl provides the properties normally attained only by "seasoning" a wooden bowl by many less-than-pleasant smokings. It smokes absolutely dry—with the full aromatics of the tobacco coming through to please you. Tars and other distasteful by-products in the tobacco are trapped in the filter bowl.

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Another feature of the Dr. Philip's pipe is a moisture trap . . . simply and easily replaced without cost when you clean or replace the ceramic filter bowl.

NO REAMING OR STEM SWABBING

There is no caked, sodden tobacco at the bottom of a Dr. Philip's pipe to ream out, because the ceramic bowl insert eliminates it . . . (and for the same reason, there's no need for pipe-stem cleaning). Each ceramic bowl is good for at least 60 pipe-fulls. You may then replace it . . . or . . . hold it over a flame for a few minutes until the accumulated tars are burned off . . . then re-use it. Each pipe comes to you with 3 ceramic bowls.

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The Switch List

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No person will be entered in both *Switch List* and *Model Trading Post* of the same issue. As this copy hits the news-stands, our July issue is closed. Your entry will be included in the first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

HAL ALESHIRE, 321 N. Illinois Ave., Wellston, Ohio 45692, will buy Harry Bedwell's book, "The Boomer."

C.L. ANDREWS. 4231 S.W. 38th St., Hollywood, Fla. 33023, sells 5x7, pc size pix steam, diesels, station, cars, cabooses. (SSE)

ROGER ARCARA 2421 Webb Ave., Bronx, N.Y. 10468, sells reconditioned 126-620, 116-616, and 122 cameras, size desired by many railfans. Details, list free.

FRED ARONE, 377 Ashford Ave., Dobbs Ferry, N.Y. 10522, buys collections of railroadiana, books, tts., keys, passes, etc.

MATT BAJ, Jr., 85 Torrey St., Easthampton, Mass. 01027, buys slides B&M trains at Hoosac Tunnel.

C.L. BALLARD, Box 3, Poestenkill, N.Y. 12140, sells P&O 1875-'85 stereo view cards. (SSE)

BRUCE BARRETT, 2660 Forsythia, Pueblo, Colo. 81004, trades, sells D&RGW, MP, AT&SF, C&S negs. on approval.

FRED BENNETT, 33 Gabb Rd., Bloomfield, Conn. 06002, sells Eastern rr. forms, letterheads, etc.

DAVE BERRETT, 587 N. 24th St., Grand Junction, Colo. 81501, trades 35mm color slides passenger cars, diesels, trains.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys FEC, Fla. trolley pix, RPO cancellations. Trades tkts.. RPO cancellations. Sells pix from FEC 8x10 off. negs.

JEFF BRASHARES, 825 Peaceful Path, Mansfield, Ohio 44907, will buy Northwestern Monroe RR. pass. anything on Ohio interurbans.

CYRIL BUTCHER, 8 Coyne, St. Thomas, Ont., Canada, sells color pix C&O, CN, CP, NYC diesels, cabooses. (SSE)

STAN CREWS, 5745 Azalea Garden Rd., Norfolk, Va. 23518, sells dining-car menus, trolley maps, foreign rail tkts., U.S. rail pix. Specify list wanted. (SSE)

GEOFFREY DAWSON, 1207 Ashleman, Waco, Tex. 76705, sells tts., 1960 Moody's Manual of Transportation, or will trade for railroadiana.

VINCENT DELLA TORRE, 116 Cherokee Lane, Franklin Lakes, N.J. 07417, buys diesel negs. NYO&W, EL, RF&P, C&EI, RUT, MEC.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton. Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP; list 20c. Buys, sells CN, CP, TH&B steam negs.

JOHN DI FRANZA, 8 Fowler Terr., Burlington, Mass. 01803, buys info. on Boston, Revere Beach & Lynn.

BRAD DOBBINS, 825 Park Lane, Roanoke, Va. 24015, buys D&RGW n.g. emp. tts. of 1940's.

F.R. DOVE, 7615 Irwin Ave., Cincinnati, Ohio 45236. will sell PRR calendars 1939—'58, C&O calendars 1943—'69, excel. cond.

ED DUFFY, 15 Manor Rd., Scituate, Mass. 02066, sells back issues Railroad Magazine, Trains, Mdl. RRer, RMC, etc. (SSE)

H. DULLUM, 14721 Newport, Detroit, Mich. 48215, asks who published old "Railroad News."

PAUL DUNN, 912 Arch St., Zanesville, Ohio 43701, will buy size 616 camera with f4.5 lens, good cond.

LARRY EASTWOOD, Box 41, Huntingdon Valley, Pa. 19006, buys orig. 35mm color slides psgr. equip. of SOO, CGW, SLSF, MON, WAB, MEC, B&M, MKT, LV.

JACK FERRY, 10041 S. Prairie Ave., Chicago, Ill. 60628, buys 35mm slides psgr. cars, esp. observations, Pullmans.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles, Calif. 90039, will sell a set of ICS books on steam locos and airbrakes. (SSE)

CHARLES E. FISHER, 20 Wilde Rd., Waban, Mass. 02168. sells R&LHS Bulletins 69, 79, 81 at $2 ea. for members, $3 non-members; and 101-119 at $1 ea. for members, $2 non-members.

TOM FRANCIS, 702 Railroad St., Ypsilanti, Mich. 48197, sells railroadiana, mags., emp. tts., Off. Guides. (SSE)

ED FULCOMER, Box 1004, Canon City, Colo. 81212, buys, trades for negs.. slides of SI RS-1's in orig. red and black paint.

LOU GEORGE, 7 Eldred St., Middletown, N.Y. 10940, sells NYO&W stock certificates. (SSE)

MILT GILLETTE, Burson, Calif. 95225. will sell oilburning brass coach lamp, Seth Thomas station clock.

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells marked dining-car silverware; list free.

JIM GRAHAM, Box 275, Summit City, Calif. 96089, will buy Railroad Magazine 12/29-12/40.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color pix PTC, SEPTA, TTS, SHRT. CTS, TARS, etc.; also elec. commuter lines. Lists free; specify subjects.

DICK HARRISON, 226 Sears Rd., West Islip, N.Y. 11795, will trade Railroad Magazine 5/33-8/54 for 12 size 116 or pc. size steam negs. NYO&W, LI, Erie, CNJ, NYC. (SSE)

HARRY HARTWICK. 16317 Roca Dr., San Diego, Calif. 92128, will buy Railroad Man's Magazine 1915-'16.

PAUL HENRY, Matthews and Cedar Hollow Rd., Paoli, Pa. 19301, buys rr. maps of 1890's.

ELIOT HILL, 101 Carlton Rd., Waban, Mass. 02168, will buy photos of trolleys, PCC's.

JOHN ILLMAN, 7400 Errol Dr., El Cerrito, Calif. 94330, trades emp. tts.; has BN Pacific, Portland, Spokane Divs. Sells Off. Guides 1966-'68.

BOB JOHNSON, Rte. 1, Box 265A. Rossville, Ga. 30741, buys pix, negs., catalogs, logging rrs., geared locos. Buys, trades for Climax bldrs. plates.

ARNOLD JOSEPH. 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, Trains, etc. Buys collections of same, good cond.

KERRY JURY, 258 Church St., Millersburg, Pa. 17061, sells 3½x5 pix PRR 1st generation diesels. List. sample 30c.

LARRY KELLER, 1685 Devers Rd., York, Pa. 17404, buys slides, movies NKP 759 on the N&W and the CPR 1286 and 1238 on Jersey Central.

KEN KELLEY, 116 E. Hilltop Rd., West Chester, Pa. 19380, buys P&W info.

JIM KERNS, 205 38 Ave. S.E., St. Petersburg, Fla. 33705, will buy Baldwin bldr's. plate, B&O Capital plate; also steam pix, negs.

GLEN KIDDER, RD 1, Acton, Mass. 01720, will sell switchstand lamp, Concord & Montreal lantern, B&M '93 "Summer Excursions" book. (SSE)

TOM KING. Box 1656, Wilson, N.C. 27893, sells sizes 616, 620, p.c. negs. of steam, elec., cabooses taken in 1940's and '50's; list 25c.

J.P. KRZENSKI, 144 Hawthorne Ave., East Islip, N.Y. 11730, buys pix SD45's, GP40's, U33's, all model Centuries of PC, EL, D&H, RDG, WM. Buys. trades LIRR diesel pix.

DAVE LEONARD, 5751 Woodlawn, Chicago, Ill. 60637, sells emp. mags., rr. books, Off. Guides. (SSE)

RAY MAGEE, Box 744, DeQuincy, La. 70633, buys Miss. Central seniority lists, train orders, tts., other railroadiana.

DICK MANSLEY. 7722 Loretto Ave., Philadelphia, Pa. 19111, buys or will borrow P&R tkt. for shipping milk.

MIKE McCORMACK, 233 Amory St., Boston, Mass. 02130, buys pix, info., railroadiana on Old Colony, NY & New England.

PAUL McDONALD. 3612 Clearview Dr., Cedar Falls, Ia. 50613, will buy UP diesel negs. and UP brakemen's flagging kit.

CHAS. MILLIRON, Rte. 1, Marceline, Mo. 64658, will buy any of Kip Farrington's rr. books.

JON NELSON, 9911 W. Broadview Dr., Miami Beach. Fla. 33154, buys FEC railroadiana, trades FEC tkts., sells FEC pix.

T.R. NELSON, 9911 W. Broadview Dr., Miami Beach, Fla., buys pre-1920 RPO cancellations.

DAVE NESTLE, RD 2, Ray Rd., Greenwich. N.Y. 12834, sells wide variety of railroadiana; list 10c.

JACK NITZ, 2820 W. Morningside Dr., Idaho Falls, Idaho 83401, buys complete decks rr. playing cards.

BERNARD PERCH, Rear 506 Berwick St., White Haven, Pa. 18661, will buy caboose stove from within 50 miles of his address; also brass loco chime whistles.

HAL POWELL, Box 9591, Jacksonville, Fla. 32208, sells Blackberry Creek Ry. stock certificates to raise money to ready gas mechanical loco for operation.

JIM PROKES, 7343 S. Talman St., Chicago, Ill. 60629, buys tts.; also buys anything marked CNS&M.

DAVE READ. 3 Cherokee Apts., Jefferson City, Tenn. 37760, buys PRR Del-Mar-Va emp. tts. and shortline train orders.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys switch, marker, and classification lanterns, globes with rr. markings, bells, headlights, whistles, locks, keys.

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• ABOUT THE AUTHOR •

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

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The Secret of Catching Lunker Bass

For 22 years I fished bass the hard way . . . but studied their habits . . . how they love weeds . . . and devour every frog they can get.

I tested simulated frogs of every color, shape, size and material I could find . . . but even perfect replicas when motionless were so unnatural in water as to prove useless.

Every lure I used . . . even so-called "weedless" ones . . . fouled or snagged in weeds . . . until I invented my own weedless hook . . . diagram at right shows why.

Then I found it . . . a toy frog of soft rubber and long, trailing, thin, triple-jointed, hollow rubber legs . . . this "toy" frog changed my fishing life and can yours. Here's how.

World's Most Natural Lure in the Weeds

I seized the frog, put on my weedless hook and rushed to the nearest weed covered lake.

Once cast, the frog sat with just its eyes above water. When I twitched the rod tip, the frog's legs kicked backward in exact imitation of the real thing.

Before I could give a second twitch, something green, black and white blew the pad apart to get at the toy frog. Scratch one bass.

Here was a lure that looked, acted, moved . . . even *felt* so natural to bass that it proved *irresistible*. I could make it sit motionless on a pad . . . move s-l-o-w or fast . . . on or below the surface . . . with a simple twitch of the rod tip I could make it look *frightened* and *hurt* in its action . . . anybody could do the same.

And I could move that lure through the heart of the weed "jungles" bass love as naturally as if it lived there, and so surely I could *forget* the worry of losing snagged lures.

Reflex Kicking Action Works Instantly

For months I sculptured one body after another out of sponge rubber. I got the precisely right shape and size and weight for perfect casting . . . worked on the hook arrangement to get perfect weed guard action with *positively* no interference with the hook after the strike . . . solved the problems of action and buoyancy . . . tested and retested the fish catching power of my frog at every step. Now it was perfect. Every time, for anyone, a twitch of the rod tip would cause the flexible legs instantly to kick out as life-like as imaginable, as it darted ahead.

Frog Irresistible to Bass

I could show anyone in five minutes how to use the rod with my frog.

Read What Happened to Me

1. Creel census men of Massachusetts Fish & Wild Life Commission sent photographs of my catches to papers who published my picture and 2 and 3 column stories.
2. Radio and TV Stations interviewed me about my frog's giant catches.
3. Outdoor Life ran a 4-page article on frog and me — featured on front cover. Sports Afield ran 6 editorial pages on us . . . Fur-Fish-Game ran 3.
4. General Motors filmed me using my frog, showed it on 200 TV Stations.
5. Thousands of fishermen heard of frog, ordered it — forcing me into business and out of my job as flying instructor . . . then users reported fabulous catches using my frog and method.

I'd inch my frog ahead . . . suddenly sweep forward . . . make my frog slip quietly off the pad into the water . . . race across moss . . . looking as terrified as if running for its life — and the bass struck without caution.

I'd make my frog dart . . . jump . . . dive . . . struggle in water as though drowning . . . bump temptingly along the bottom — I'd catch bass when my buddies would come home skunked.

With my frog I began to catch all the bass I wanted . . . throw back *all* bass under four pounds . . . in New England *before* my frog I rarely caught bass over four pounds. Now I began to catch bass twice as big as before. I was able to fish in the very places huge bass hid in. I'd boat and release bass after bass.

One Fisherman Tells Another

I had seen 30 bass taken and released in a day's fishing . . . seen giant bass caught . . . bass caught when they were not biting for other fishermen on the lake.

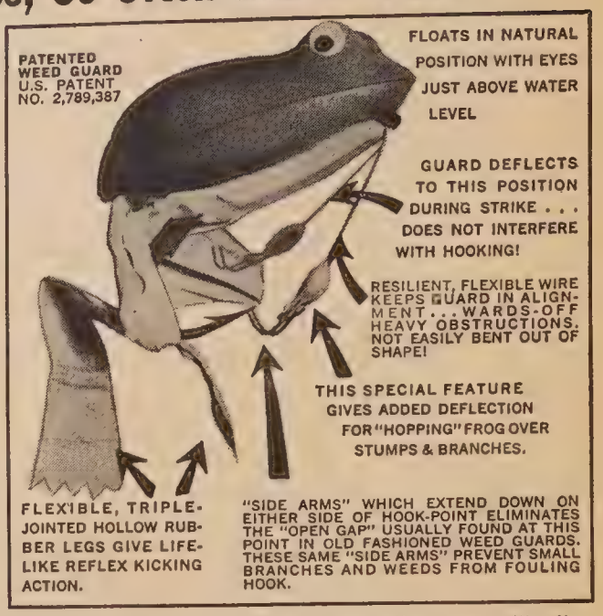
Now report after report came in. "Without doubt the best all-round surface lure I ever used." "The best lure I've ever used." "Your weed guard is superior to any on the market." "Since my first frog, more than doubled my catch of "big ones."

My frog worked for more and more kinds of fresh water and even salt water fish. A non-weedless model proved sensational in clay pits and rock quarries, in clear, open and rock waters which small mouth bass frequent.

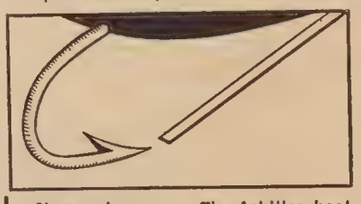
Underwater at all depths including "bottom bumping" it proved extremely effective.

What This Means to You

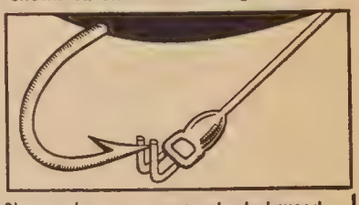
Simply this. No longer need you stand helplessly by fishing the edges of weeds when bass are not venturing out from their shelter . . . waste untold hours fishing countless acres of barren water . . . lose valuable tackle trying to go into weeds you're not equipped for . . . be content with puny bass, with a fraction of your limit or even getting skunked simply because you can't safely go after bass in the shelter of weeds, pads and moss.


PATENTED WEED GUARD U.S. PATENT NO. 2,789,387
FLOATS IN NATURAL POSITION WITH EYES JUST ABOVE WATER LEVEL
GUARD DEFLECTS TO THIS POSITION DURING STRIKE . . . DOES NOT INTERFERE WITH HOOKING!
RESILIENT, FLEXIBLE WIRE KEEPS GUARD IN ALIGNMENT . . . WARDS-OFF HEAVY OBSTRUCTIONS. NOT EASILY BENT OUT OF SHAPE!
THIS SPECIAL FEATURE GIVES ADDED DEFLECTION FOR "HOPPING" FROG OVER STUMPS & BRANCHES.
FLEXIBLE, TRIPLE-JOINTED HOLLOW RUBBER LEGS GIVE LIFE-LIKE REFLEX KICKING ACTION.
"SIDE ARMS" WHICH EXTEND DOWN ON EITHER SIDE OF HOOK-POINT ELIMINATES THE "OPEN GAP" USUALLY FOUND AT THIS POINT IN OLD FASHIONED WEED GUARDS. THESE SAME "SIDE ARMS" PREVENT SMALL BRANCHES AND WEEDS FROM FOULING HOOK.

Bill Plummer's unique, scientifically designed construction copes with all types of hazards while being retrieved at any speed or "dangled" in brush or stumps. Most weed guards are only effective while skimming the water surface at a rapid speed. Bill Plummer's Bass Frog can be fished at any speed and requires all of the features shown to eliminate fouling.



Shown above . . . The Achilles heel of the typical weed guard . . . The "open gap"! This is one of the greatest faults of all conventional type weed guards.



Shown above . . . my patented weed guard gives positive protection against all obstructions . . . weeds, branches, stumps . . . does not interfere with hook or strike!

Now you can fish my reflex action kicking frog into the center of weeds . . . fish over submerged logs, through matted brush, in underwater thickets, through weeds, grass and pads . . . have more FUN fishing than ever before . . . make my frog do tricks . . . crawl . . . race . . . dive . . . sit motionless . . . dart away — use every obstacle to help you that used to hurt you — overhanging branches . . . half submerged logs and rocks . . . moss and weeds so thick you can't see the water . . . too treacherous to dare to fish before, but now a cinch for your frog. Now you can catch bass as you never did before . . . bigger bass, more bass, more often.

AMAZING TRIAL OFFER

Try my frog at our risk. Fish it in the worst weed trap area you know . . . where bass have been caught but you've been skunked or caught practically nothing . . . over logs, around rocks, through brush and matted weeds. Unless delighted, return for no cost. You must catch more bass, bigger bass, more different kinds of game fish, more often . . . must have more *fun* fishing where the bass are . . . in the weeds . . . or no cost.

First Come, First Served

Demand is so great I've turned over all manufacture and marketing to this fine company, but it may take months to get production up to demand. This advertisement may not be run in this magazine again. It's first come, first served. So act now. Rush coupon below.

——MAIL AMAZING 6 MONTH TRIAL COUPON TODAY——

HILLSDALE ASSOCIATES, DEPT. AMG 1058
208 EAST 43RD STREET, NEW YORK 17

Yes, I want to try Bill Plummer's BASS FROG Lures on AMAZING 6 MONTH TRIAL OFFER. Send me set of two different size (¼ Oz. and ⅜ Oz.) for only $2.98. If BASS FROG does not catch bigger bass for me . . . make bass fishing more fun . . . if BASS FROG is not the greatest bass lure I've ever used, I can return it within 6 months for full purchase price refund.

☐ **PAYMENT ENCLOSED.** Enclosed is $2.98 (cash, check or M.O.). Ship me set of 2 BASS FROGS postpaid. I SAVE all C.O.D. charges. Money-Back Guarantee.

☐ **SEND C.O.D.** I will pay postman $2.98 plus C.O.D. postage charges. Same Money-Back Guarantee.

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Coming Events

May 8-11: Gold Spike Centennial special train operated by Orange Empire Trolley Museum and Pacific RR. Society, Los Angeles to Ogden and return. Lv. L.A., 8 p.m. May 8 via SP; bus connection from Ogden to ceremonial site at Promontory, May 10; banquet in Ogden May 10 evening. Fare, $170 and up. Details, reservations from Centennial Train, Box 146, Perris, Calif. 92370.

May 9-12: Gold Spike Centennial special train, San Francisco to Ogden and return. Bus connection from Ogden to Promontory. Banquet at Ogden Sat. eve. Sun. round trip behind UP 4-8-4 steam loco, Ogden-Salt Lake City. Details from Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City. Calif. 94061.

May 12-14: UP 4-8-4 No. 8444 steam trips daily. Salt Lake Lv. 10 a.m. to Ogden, Ret. 3 p.m. Fare, $1.22 one way, $2.23 round trip. Contact J. G. Seegmiller, district pass. and ticket agent, Union Pacific, 417 S. Main St., Salt Lake City, Utah 84111.

May 17-18: Cape Cod rail weekend. Lv. GCT, N.Y. 9:30 a.m. Sat., via New Haven to Providence, R.I., thence via frt.-only track to Hyannis, Mass., for banquet and overnight accommodation. Stop-over at Edaville 2-ft.-ga. steam line on Sun., return to N.Y. Sun. eve. Parlor, obs. cars. Fare, $39.75, incl. all costs except meals. Details, tickets from Empire State Ry. Museum, Box 459, Wall St. Station, New York, N.Y. 10005.

May 16: Reno Fun Train Lv. San Francisco, Oakland, Berkeley, Richmond, Martinez, Sacramento for Reno, Nevada. Hotels, food, entertainment, etc. Contact Greater Reno Chamber of Commerce, 578 Market St., San Francisco, Calif. 94104.

May 18: Minnesota Railfan's Assn. sponsors special train over NP frt. trackage in Minneapolis-St. Paul terminal area. Contact MRA, P.O. Box 2678, New Brighton, Minn. 55112.

May 18: Doublehead steam trip using ex-CP 4-6-2 locos, Baltimore, Md., to Harrisburg, Pa., via Perryville, on former PRR. Return via York and Northern Central branch. Photo stops. Details from Trip Director, NRHS Baltimore Chapter, Box 600, Lutherville, Md. 21093.

May 25: Swap meeting and railroadiana auction at County Fairgrounds, Pomona. Calif., 11 a.m.-4 p.m. Admn. free; bring picnic lunch. Several steam locos on display. Contact R&LHS Southern Calif. Chapter Publicity Chmn. Jim Walker, 11307 Long Beach Blvd., Lynwood, Calif. 90262.

May 25: Steam & diesel circle trip on NH: Grand Central Term. to Danbury, Ct.; then steam to Old Saybrook, Ct., via Maybrook frt.-only line. with Ct. Valley 2-8-0 No. 97. Picnic stop, run-by. Return diesel to GCT. Details from Connecticut Valley RR. Assn., Box 65, East Hartford, Ct. 06108.

May 29-June 1: Pacific Coast Chapt., R&LHS, "Grand Canyon Holiday" via AT&SF from S.F. to Grand Canyon and Phoenix; return via SP Sunset and Coast Daylight. Contact Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City, Calif. 94061.

June 15: Steam trip on Canadian National, using No. 6218; Sarnia, Stratford, Goderich, and return, 260 miles. Fare. $12; children, $7.50; after June 1st, $13 and $8.50. Details from Sarnia-Lambton Reg. Tourist Council, Sarnia, Ont., Canada.

June 21: Edaville steam pass. and frt. trips sponsored by Bemis Street Ry. Photo stops galore. 11 a.m. to 5:30 p.m. Contact Bemis Street Ry., Skipper Clark, 21 Endicott St., Newton Highlands, Mass. 02161.

June 29: Steam over LV, using ex-BC&G 2-8-0 No. 4 of Q&E. Part of trip doubleheaded with rare old diesel. Bethlehem to Wilkes-Barre. Pa., and return. Contact Quakertown & Eastern RR., Box 438. Quakertown, Pa. 18951. Fare: adults $13.95; kids. $7.95; under 5, free.

July 3: Mt. Washington Cog Ry. centennial. incl. banquet, other events. Details from Mt. Washington Ry. Co., Mount Washington, N.H. 03589.

July 3-6: Pacific Coast Chapt., R&LHS, "Silverton Tour" from S.F. via AT&SF to Gallup, bus to Alamosa. D&RGW narrow-gage steam train to Silverton, bus to Grand Jct., return to S.F. on Calif. Zephyr. Details from Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City, Calif. 94061.

Aug. 29-Sept. 1: Bay Area Electric RR. Assn. special train from S.F. via SP to Eugene, Ore.; side steam trip. McCloud River RR. Contact John Plytnick, 294 Union, San Rafael, Calif. 94901.

12½-mile steam trip, using ex-BEDT 0-6-0T No. 15, former Black Mountain RR. trackage. Lv. from Micaville, N.C., Sat., Sun., hol. ending Oct. 19; daily June 14-Sept. 1. Fare, $2; children, $1. Details from Southern Appalachian Ry., Burnsville, N.C. 28714.

Series of 8-day cruises on CN steamship Prince George from Vancouver, B.C., to Skagway, Alaska, with stops en route and side trip to Carcross, Y.T., via White Pass & Yukon Ry. Fare, $188.50 (Can.) and up. Until Oct. Details from W. J. Dewan, Publ. Rels. Mgr., Canadian National Rys., 630 5th Ave., New York, N.Y. 10020. ●

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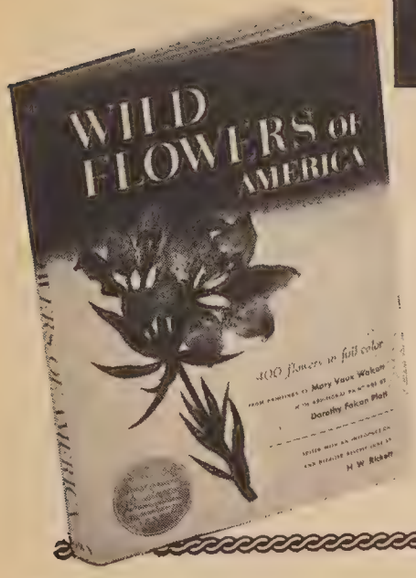

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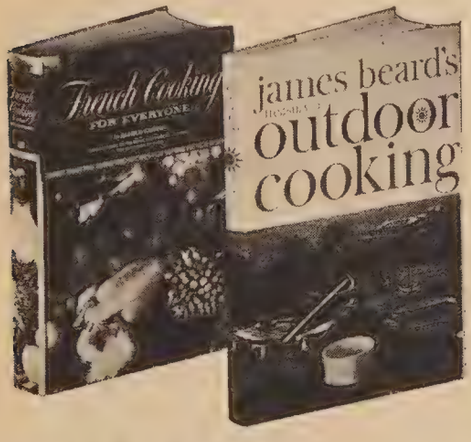

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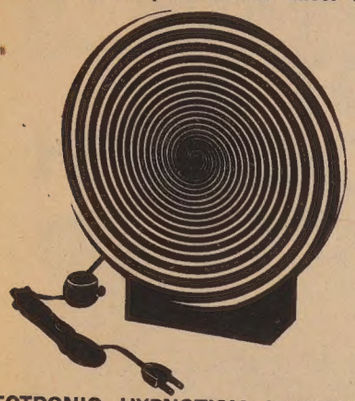

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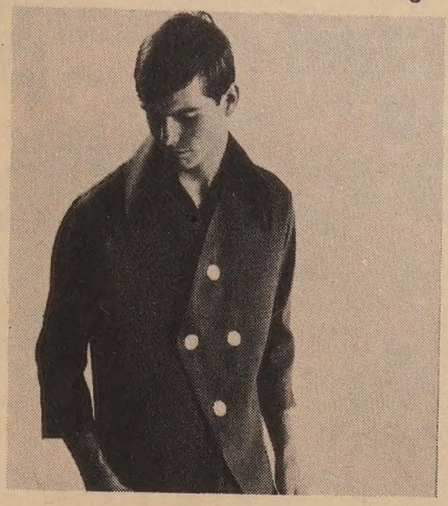

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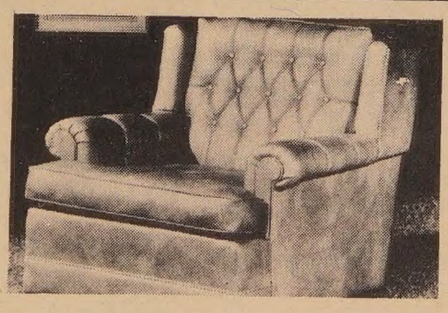

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Lo-rise boxer swim trunk, "sailor suit" styling, front panel with contrast piping, in stretch denim (navy blue only) S-M-L-XL . . . $6.95

For Under Swimwear:
(a) foam rubber swim cup, one size in black or white . . . $2.00, with elastic strings . . . $2.50
(b) nylon-tricot bikini brief in black or white, S-M-L-XL . . . $3.00

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AH MEN Dept. AG
8933 Santa Monica Blvd.
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Most issues from the past 2 or 3 years are still available.

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205 EAST 42nd STREET
NEW YORK 10017

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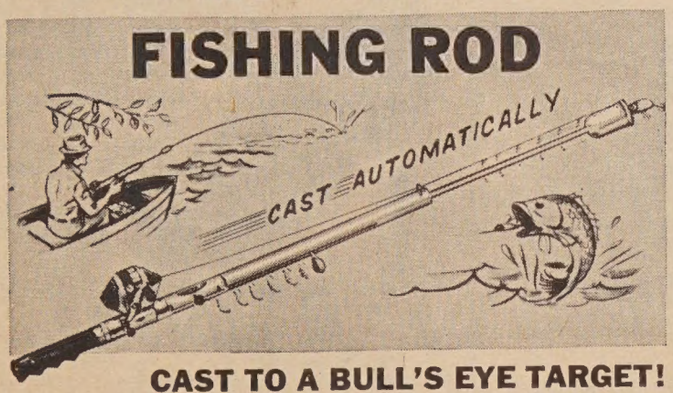
NEW FISHING DISCOVERY!

RIFLE-ACCURATE CASTING with AUTOMATIC FISHING ROD



CAST TO A BULL'S EYE TARGET!

Aim for a spot, then press the trigger for casting up to 80 feet away! Like a bullet, your line zooms to the area. Perfect to hook the really big one who always seems to get away. No more worries about backswing on crowded pier, busy boat or under tree limbs. Now you can angle without cramping your style. Great for fishermen who love the sport but should not over-exert by casting. Relaxation at its best. Fiberglass and aluminum 42" long. Fits all spin-casting reels. A perfect gift for only $10.98.

A Real Jewel Among Swiss-made Watches

WORLD FAMOUS

PILOT'S CHRONOGRAPH only $12.95

COMPLETE WITH 6 DIALS, 5 HANDS AND 2 PUSHBUTTON CONTROLS

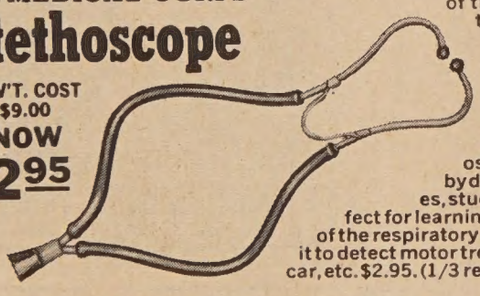
- **Measure Distance • Use As Regular Stop Watch**
- **Check Production Figures • Register Speed**
- **Time Athletic Contests • Check Parking Meters**

This is a gem, first made famous by World War II pilots who found it not only an absolutely accurate timepiece, but a piece of equipment more valuable than a boxful of instruments—and it still is. Whether you like to fly, or drive sports cars, record your average speed per mile, or time the number of beers consumed in an hour, this will do the job. All 5 hands are machine-calibrated in Switzerland where the complete works are neatly turned out in two different factories, then assembled in a third. It is shock-resistant, antimagnetic, has an unbreakable mainspring, big sweep second hand, luminous dial and hands, golden-finished die-cast case, and a leather strap. No matter how you look at it, that's a big hunk of watch for only $12.95 plus 65c postage and handling. And it's fully guaranteed for 1 year! In every way, a solid buy!

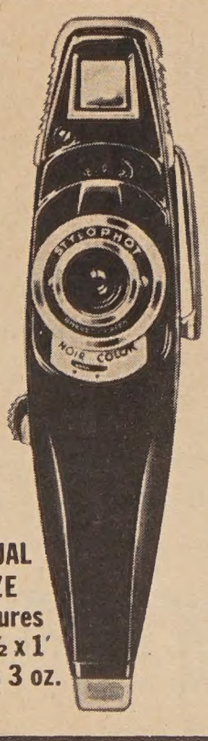
U.S. MEDICAL CORPS

Stethoscope

GOV'T. COST .$9.00 NOW **$2.95**



Ever try to buy one of these? Hard to find, and usually expensive, this brand new surplus U.S. Medical Corps stethoscope is used by doctors, nurses, students, is perfect for learning rudiments of the respiratory system. Use it to detect motor trouble in your car, etc. $2.95. (1/3 regular price.)



ACTUAL SIZE Measures 4 x 1½ x 1' Weighs 3 oz.

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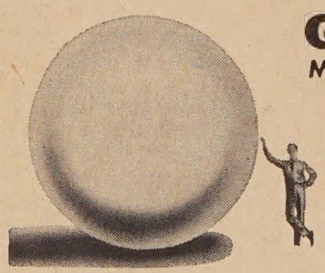
CONFIDENTIAL POCKET CAMERA

- CLIPS INTO POCKET OR PURSE
- TAKES 18 BIG 2¼ x 2¼" B&W OR 18 COLOR IN 2 x 2" MOUNTS
- EASY TO USE • 1 YR. GUARANTEE
- FEATURES PREVIOUSLY AVAILABLE ONLY IN MODELS SELLING AT 10 x THE PRICE!

This is a remarkable little camera, a French invention first used by the Paris police. It is small, takes sharp pictures (just aim and shoot), automatically cocks as film is turned. Cost of film includes free processing and printing. Camera only $9.95.



GIANT 12 FT. METEOROLOGICAL BALLOON

Fine For Play, Advertising, Etc.

Playing with one of these is great fun for everybody! Actually a brand-new government surplus meteorological balloon, it's made of the finest long-lasting neoprene rubber inflates easily with gas or air to from 12 to 18 feet high. Kids love them. Terrific used as an advertisement, for bazaars, openings, etc. $2.98 ppd.

MAIL 10-DAY NO-RISK COUPON TODAY!

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Rush me the following. I understand I can return anything in 10 days for a prompt refund. Enclosed check or m.o. for $_____

___6924—Auto-Casts @ $10.98 (Add $1.50 post.)
___2531—Stethoscopes @ $2.95 (Add 25¢ post.)
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3 COMPLETE FISHING OUTFITS
NATIONALLY ADVERTISED 1969 MODELS
2 LOADED TACKLE BOXES · 66 DEADLY LURES
411 Pcs.

FREE! If you order NOW! 2 LEAKPROOF FLOATING TACKLE BOXES

3 EXPERTLY BALANCED RODS AND REELS

SMOOTH POWERFUL

ARGOSY DIRECT DRIVE TROLLING REEL

6 ft. 2 section BAMBOO ROD

EVERYTHING YOU NEED TO GO FISHING AT ONCE

28 pc. POPPING LURE SET

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STRONGER THAN STEEL OR BAMBOO

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SELECT QUALITY MONOFILAMENT LINE

GET ACQUAINTED OFFER

$12.95 DELUXE MODEL

FISH KNIFE with SHEATH

5 pc. DROPLINE FISHING OUTFIT

DIP NET

NEW! SUPER "88" AUTOMATIC DUAL DRAG SPINCAST REEL

PUSH BUTTON CASTING ANTI REVERSE NO BACKLASH

4 FAMOUS TROUT FLIES

NEW

50 NATURAL BAIT LURES

SURE SHOT ACTION WITH SHRIMP, MINNOWS, GRASSHOPPERS, MAYFLIES, BUMBLEBEES, CRICKETS, LEECHES

STAR DRAG Found only on best reels

EACH ROD BALANCED TO PERFECTION

FIELD TESTED LURES Proven the Deadliest Dozen Yet

CRAFTY LURES SELECTED FROM WORLDS MOST POPULAR ALL TIME FAVORITES

COMPLETE! NOTHING ELSE TO BUY!

SELECTED FOR YOU BY EXPERTS. This choice fish-getting tackle, used by experts, contains nationally popular brands. Each item carefully chosen—everything you need for all types of fishing. Deadly lures that are all time favorites. A veteran angler or an occasional fisherman can be proud of this precision-built kit. You can go fishing at once. Compare! You will not find a bargain like this anywhere.

LOOK! YOU GET EVERYTHING SHOWN. Super "88" Spincast Reel • Comet X3C Bait Cast Reel • Argosy Direct Drive Trolling Reel • 5 ft. 2 pc. Fiber Glass Spin Cast Rod • 4 ft. Fiber Glass Bait Cast Rod • 3½ ft. Fiber Glass Trolling Rod • 6 ft. 2 section Bamboo Pole and 25 ft. Bank Line • 66 proven Deadly Lures • 5 pc. Furnished Line • 2 Floating Tackle Boxes with removable trays • Fish Knife and Sheath • 28 pc. Popping Lure Kit • Dip Net, Stringer, Split Shot, Clincher Sinkers, Snap Swivels, Assorted Hooks, Snelled Hooks, 3 Plastic Floats, 6—3 way Swivels, 6 Snaps, 12–36" Leader Strands (8# Test), and complete instructions. 411 pieces in all.

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The Railroad, The Sioux, and the Repeating Rifle.

The work gangs started west from Omaha, laying 5 miles of track a day.

They had to go through the Cheyenne Pass and they had to go through the Laramie Hills.

And they had to go through the Sioux.

The Sioux had already massacred Fetterman and 81 men outside Fort Phil Kearny.

(Seven years later, they would massacre Custer.)

Now it was the railroad's turn.

The raids were swift and lethal. A brave could put 25 arrows into flight almost as fast as a man could pull a trigger.

The work gangs were good for one shot. After the first volley, they had empty guns. Trains burned and telegraph wires came down and railroad men died by the hundreds.

Two things kept the railroad moving: the Indians did not know how to rip up track—and the Winchester arrived.

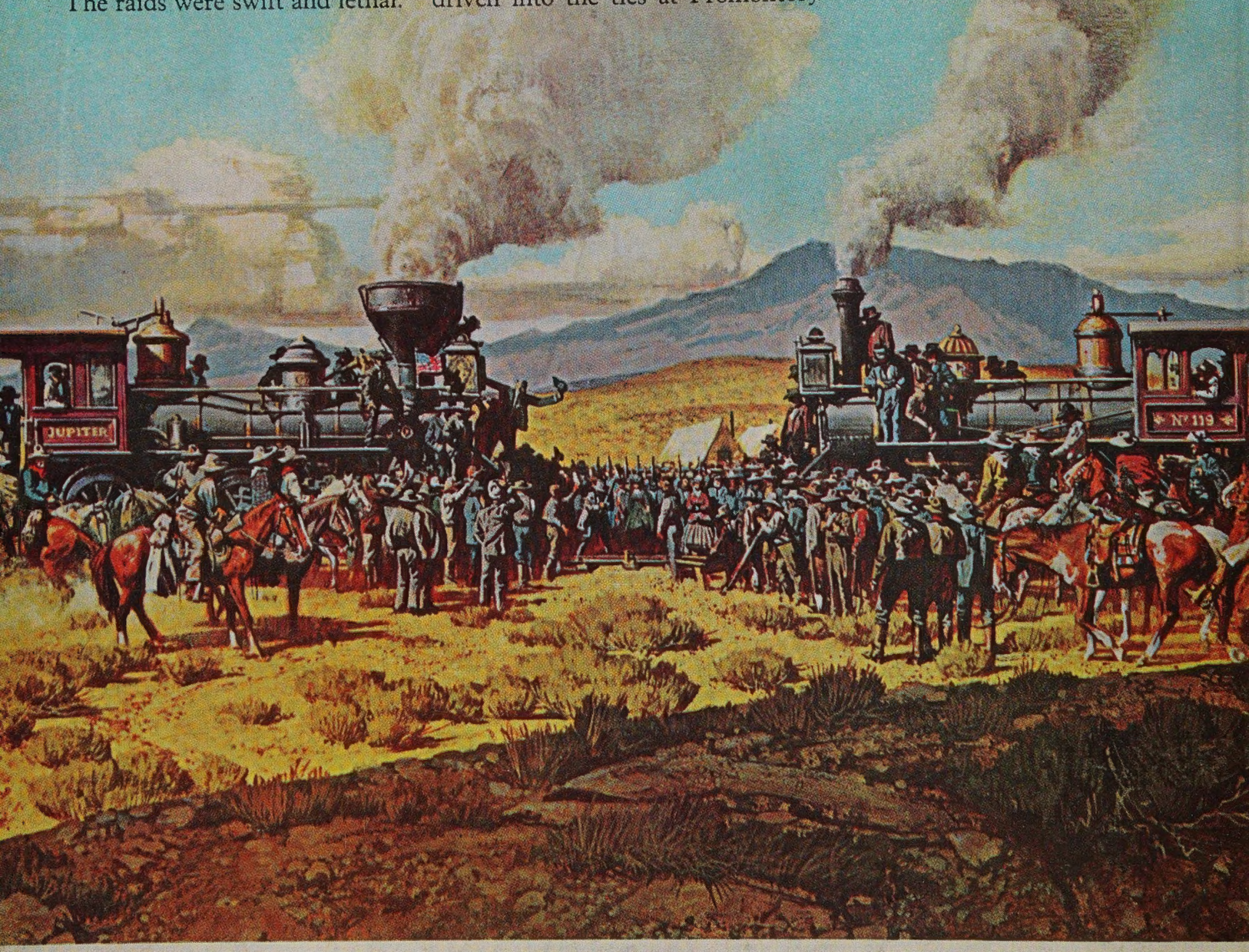
15 shots per man.

100 years ago the golden spike was driven into the ties at Promontory Point, Utah, where the Union Pacific and the Central Pacific met.

We feel it would be appropriate to mark the anniversary with a special, limited edition Winchester—the Golden Spike Commemorative.

With a receiver and barrel bands of plated yellow gold, a commemorative scroll on the breech, and a U.S. Mint-struck medallion in the stock, this beautiful version of our famous "94" will be offered in carbine only.

Its cost will be $119.95.



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We won't sell a gun we haven't fired ourselves

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